June 3, 2022

Town of Williston Planning and Zoning
Williston Town Office
7900 Williston Road
Williston, VT 05495

Subject: *Discretionary Permit Application Submission*
The Annex
Parcel ID 08-102-028-000; 08-102-048

Dear Staff:

On behalf of The Snyder Group, Inc., TCE is submitting an application for a Discretionary Permit for Phase 1 of a mixed-unit development involving a 54.2-acre parcel located currently owned by the Essex Alliance Church (EAC) in Williston, VT. The project, also called "The Annex", has access points off of Beaudry Lane, Alpine Drive, and Chelsea Place/Dunmore Road and is located in the Taft Corners Zoning District (TCZD). This application is specifically requests approval for the overall street and path layout, parcel platting, and shared utilities. Phase 1, as illustrated on the enclosed maps, consists of 16 single-family carriage homes, 20 duplex units, 40 townhome units, and 132 multi-family apartment units (in two buildings). Phase 2 is not being proposed for approval at this time, but elements are illustrated on some of the enclosed documents to provide the Town with context for overall street layout.

This letter addresses development criteria outlined in the Town of Williston Unified Development Bylaws (WDB), last revised November 16, 2021, and includes a narrative description of the project, a list of submission elements, and changes from previous submittals. A completed Permit Application with the requisite fee is also included.

To date, this project has received Pre-Application Development Review Board (DRB) review at a public hearing on 9/14/2021, and received Growth Management for Phase 1 (173.5 equivalent units) at the 3/22/2022 hearing.

1. Existing Site Description
The project parcel is 54.2 acres, which includes the rights of way for Beaudry Lane and Alpine Drive. The majority of the parcel is a meadow, with the wooded corridor along Allen Brook at the northerly boundary. Steep slopes transition from the meadow to the floodplain and fluvial erosion hazard area along Allen Brook. Wet meadow Class 2 wetlands are located along the westerly portion of the parcel, between Alpine Drive and Beaudry Lane. These wetlands drain to the west, converging on the adjacent parcel and

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continuing across VT2A to Muddy Brook. There are two isolated wet meadow Class 3 wetlands in the southeast corner of the parcel.

Residential lots are located to the west between the project parcel and Essex Road. The Meadow Run and Forest Run neighborhoods are located across Allen Brook to the north. Finney Crossing is located to the east, with the carriage homes along Half Moon Lane at the easterly edge of the project meadow. The Chelsea Commons neighborhood is located to the south. A variety of commercial uses are located along Essex Road and Knight Lane at the southwest corner of the project parcel.

2. Proposed Project Description

The proposed Phase 1 consists of construction of the public street network, 16 single-family carriage homes, 20 duplex units, 40 townhome units, 132 multi-family apartment units (in two buildings), and associated parking areas, utility infrastructure, and stormwater treatment areas. The building typology included in this phase is described further below:

- Carriage home – Single-family home with two-car garage
- Duplex Home – Two connected units each with two-car garage
- Townhomes – Multifamily connected homes with front entry facing street and garage access in the rear off private driveway.
- Multi-family apartment – Two buildings consisting of a combined 132 units. Each building has a basement level of structured parking with a total of 118 structured spaces.

3. TCA Zoning and Density

The project is located in the Taft Corners zoning district (TCZD). The Town Plan calls for the development of a design-conscious, pedestrian-friendly, mixed-use town center in the heart of Williston's growth center. Residential uses are encouraged in the TCZD. The town envisions the majority of new growth and development activity taking place in the Growth Center, which encompasses the entire TCZD.

The following table summarizes the developable area for calculating allowable density:

Table 1: Density Calculations

	Max. Allowable Density Per Acre	Max. Allowable Density per Acre	Max Allowable Dwelling Unit Equivalents
Unconstrained	33.13	5-7.5	165-248 DUE's
Wetland and Buffer	6.06	0	0
Watershed Buffer (Allen Brook	13.96	0	0
30% Slopes (Outside other Buffers)	1.05	0	0
Total Land Area	54.2	Allowed	165-248 DUE's
		Proposed	173 DUE's
		Growth Mgmnt Approved	173.5 DUE's

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Building height maximum in the district is 36 feet (FT), except with the incentives of WDB 41.7.4, which increases the height limit from 36 to 52 FT where structured parking is provided. The development qualifies for this height increase as greater than 30% of the parking requirements are met in a structure. Proposed building heights for each of the building types proposed do not exceed 52 FT as measured from the average elevation of the finished grade immediately adjacent to the building to the highest point of the roof.

This project will include the following design elements to comply with the *"5 of 9"* criteria of the WDB. The five elements selected for compliance of Phase 1 include the following items presented at Pre-App:

1) structured parking that provides 30% or greater of the required parking… At least one structured parking space will be provided for each dwelling unit or living space. The WDB maximum parking requirements are 2.0 spaces per single family home, duplex unit, or multi-family building. The proposed structured parking will exceed 30% of the required parking – See Section 5 – Parking below for parking computations.

2) multiple stories, not just the appearance of multiple stories where the floor area of upper level stories must be at least 60% or more of the first story floor area… All of the proposed buildings, with the exception of the carriage homes, will be multiple stories. The two multi-family buildings and the townhomes will each be three stories, and the duplex units will be two story.

3) wide sidewalks that may be used for outdoor dining and/or with seating that encourages outdoor social interaction… The project involves construction of a 10 feet wide paved path through the parcel, connecting to the existing path and bridge crossing at Allen Brook and the existing path on Dunmore Lane. The new paved path will run cross country and then along a proposed minor public road.

4 and 5) public artwork, the nature of which must be approved by the DRB, with the advice of the HAAC, public art must be proportionate in size and scale to the buildings in the proposed development, and be incorporated into the design of an urban park… Public artwork will be incorporated into the design of the urban park. The park area will encompass the upland area outside of the protection buffer encompassing the wet meadow wetlands. The developed portion of the park will be outside the watershed protection buffer. Connections to the park will weave through the upland areas adjacent to the wet meadow.

4. Access and Internal Circulation:
The project proposes three access points to The Annex from existing public rights-of-way – 1) a new public road off of Dunmore Lane, 2) the extension of the existing Alpine Drive off of Route 2A, and 3) the extension of Beaudry Lane off of Route 2A, north of Alpine Drive. Alpine Drive will extend east as a proposed public street, connecting with the new Beaudry Lane.

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Beaudry Lane will become a public street extending from the VT 2A access in its current location east and then south to connect to Dunmore Lane. The segment of Beaudry Lane connecting to VT 2A currently falls within an existing private right-of-way that is 50 FT wide at its narrowest point for a length of 180 FT, and then 60' wide for 180 FT. Although the DPW standard is for a 64 FT wide minimum ROW, the project proposes to improve the street and sidewalk section within the narrow ROW section of Beaudry Lane to Town Public Works specifications. The balance of the Beaudry Lane ROW (2150 FT) will have the full-width 64 FT ROW.

A 10-FT wide shared use pedestrian path is proposed to cross the property, with a connection to 2A along Alpine Drive. The path will either be within a 20-FT easement or within the public ROW. Beginning on the north side of the parcel near the existing path's terminus at Beaudry Lane, the path runs south crossing the Class 2 wetland and buffers in the center of the property and then follows Eden Lane to the southern portion of Beaudry Lane before connecting to the existing path at the Dunmore Lane road crossing. The path is proposed to be surfaced with asphalt. Seating areas are provided along the recreation path and sidewalks.

A Traffic Impact Study has been prepared and is included with this application.

5. Parking
The on-site parking requirements for the property are outlined below, calculated per Town of Williston Unified Development Bylaw (WDB), Table 14.A, with additional notes below chart.

Table 2: Vehicle Parking Calculations

Phase 1	Units	Spaces per Unit	Max. Allowed	Min Suggested (80%)	Proposed Surface	Proposed Structured	Total Proposed	% Structured
Carriage Homes	16						32*	
Duplex Units	20						40*	
Townhomes	40	2	80	64	40	40	80	50.0%
Apartment Buildings	132	2	264	212	88	118	206	57.3%
	208				128	158	286	55.2%

* Exluded from Total Parking Provided

Notes: Does not include the 29 proposed parallel parking spaces located along Eden Lane.

Long term and short-term bicycle parking spaces are provided inside the garages for both the townhomes and the multi-family units. Required bicycle parking spaces are calculated in the table below.

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Table 3: Bicycle Parking Calculations

Phase I Parking Requirements									
Use	# of Units	WDB Table 14.A Parking Requirement (per dwelling)	Maximum Allowed	Min. Suggested (80% of Max.)	Proposed Veh. Parking	Bicycle Parking Req. (10% of veh.)	Total Bicycle Parking Proposed	Long Term Bicycle Parking Req. (1 per 4 units)	Total Long Term Bicycle Parking Proposed
Carriage Homes	16	None	None	None	32*	None	None	None	None
Duplex Units	20	None	None	None	40*	None	None	None	None
Townhomes	40	2	80	64	80	8	10	10	10
Apartment Buildings	132	2	264	212	206	21	33	33	33
Total	208	-	344	276	286	29	43	43	43

6. Water and Wastewater

The design flow requested for Phase 1 of the project is 31,175 gallons per day (GPD) as calculated below. Champlain Water District and the Town of Williston have issued letters indicating the requested allocation will not be a burden on the Town's water and sewer system.

Table 4: Phase 1 Dwelling Unit Equivalents

Phase I Dwelling Unit Equivalents				
Use	Quantity	DU Equivalents	Total Dwelling Unit Equivalents	
Residential				
Studio and 1 Bedroom (Multifamily Apartment)	71	0.5	35.5	DU
2 Bedroom (Multifamily Apartment)	62	1	62	DU
3 Bedroom (Carraige Homes, Duplex, Townhome	76	1	76	DU
	Total Equivalent Dwelling Units		173.5	DU

Table 5: Water/Sewer Demand – Town of Williston

Town Water / Sewer Design Flows						
Use	Quantity		Design Value		Demand	
Residential						
Studio and 1 Bedroom	71	Units	75	gal/ 1 bedroom unit	5325	gal/day
2 Bedroom	62	Units	135	gal/2 bedroom unit	8370	gal/day
3 Bedroom	76	Units	230	gal/3 bedroom unit	17480	gal/day
				Total Demand	31175	gal/day

A new 8" DR 14 C900 water main will be tied into the existing water main extending from the existing Beaudry Lane stub. The main will generally follow the proposed Beaudry Lane and loop to connect at Dunmore in the southeast. From Beaudry, the line will run east along Eden Lane to Alpine Drive, ending at a hydrant on Alpine Drive in front the apartment buildings. 3/4" Type K copper water services with individual curb stops will be provided for each carriage home, duplex, and townhome unit. 6" DR14 C900 water services are proposed for each of the apartment buildings. Seven new fire hydrants are proposed for Phase 1, with an additional two to be constructed during Phase 2. The Williston Fire Department requested that hydrants in residential areas be provided at a spacing no greater than 500 feet.

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Units along Alpine Drive, Eden Lane, and points south on Beaudry Lane will be served by gravity sewer, with individual services tying into an 8-inch centerline main to an existing manhole located at the current end of Alpine Drive. Housing units on Beaudry Lane north of Alpine Drive will be served by a gravity sewer network flowing to a proposed pump station located at a low point of the property west of duplex units 1 and 2. The forcemain route from the pump station to the existing Alpine Drive manhole will follow the bike path route for 140 feet before diverging and directionally drilled beneath the Class 2 wetland.

7. Solid Waste and Recycling
   Carriage homes, duplex units, and townhome units will have individual trash and recycling bins, which will be collected weekly at each unit. Bins will be stored in the individual garages and placed at the curb on pick-up days. The apartment builds will have a shared enclosed dumpster located to the south of the buildings within the parking area. Dumpster locations are illustrated on C10-01 Maintenance Plan.

8. Stormwater
   The project is located on a parcel of land that drains to two different watersheds - Muddy Brook and Allen Brook. Coverage under Stormwater General Permit 3-9050 will be requested from the Agency of Natural Resources. A stormwater treatment system to treat both water quality and quantity from the proposed impervious surfaces has been designed in accordance with the Stormwater Manual. Net increase in impervious surfaces resulting from this project is roughly 16.8 acres, a combination of rooftop and non-rooftop surfaces. Runoff will be collected in a closed catch basins system and conveyed to and treated by four gravel wetlands, which are identified as Tier 2 treatment practice. Note that Tier 1 infiltration treatment on the site is not feasible due to a high seasonal water table and hydrologic group D (poor infiltration) soils. The water quality treatment standard (WQv), channel protection standard (CPv), overbank flood protection standard (10-year storm), and extreme flood protection standard (100-year storm) are all met within the gravel wetlands. See Stormwater Plan for illustration of overall stormwater flow patterns. Stormwater design worksheets and design details are included with this submittal.

9. Erosion Control
   Coverage under the Construction General Permit (Erosion Control) will be obtained from the Agency of Natural Resources prior to the project's construction. A Phase 1 Erosion Prevention and Sediment Control (EPSC) Plan is included in the plan set. Erosion control measures for Phase 1 will include stone inlet protection and silt fence. Stabilized construction entrances will be provided off of Alpine Drive. Perimeter silt fence and barrier tape will be installed downslope of areas of ground disturbance prior to commencement of excavation or earthwork.

10. Landscaping
    A comprehensive Landscape Plan set with Plant Species List have been prepared for the project. The proposed plan for The Annex will:
    - Save select existing trees that create buffer between this and adjacent properties;
    - Create effective buffers between the abutting properties;
    - Maintain and enhance the appearance and character of the surrounding residential neighborhoods.

Buffers – Proposed buffer widths vary at the project perimeter. A 27-FT wide Type IV buffer with formal plantings is proposed along the west side of the parcel and the southwest side adjacent to the apartment buildings. A 9-ft wide Type IV buffer is proposed along the southern property line behind the duplex buildings and along the eastern property line behind the carriage homes. Landscape buffers are separate from backyard spaces for the duplexes and carriage homes.

Street trees will help shade the proposed parking as and provide spatial definition along Beaudry Lane, Alpine Drive, and Eden Lane, and will help create memorable spaces along the bike path and proposed sidewalks and recreation path.

Two areas have been designated for neighborhood park space, as identified on the Overall Landscape Plan. The upland area adjacent to the wetlands and recreation path, as well as the area bounded by Beaudry Lane, Alpine Drive and the future Cabot Street.

11. Conservation Areas

Wetlands - Two Class II wetlands were identified on the western portion of the property, as delineated by Peter Spear and confirmed by the Agency of Natural Resources. These wetlands were identified as Class II due to their off-site size and vegetative composition, and are illustrated on the site plan with a 50-FT buffer. Wetland and buffer impacts are required for the road crossing at Alpine Drive, and have been minimized to the extent possible by keeping the road on the south end of the wetland. A Wetland Permit will be required from the Agency of Natural Resources for the wetland and buffer impacts of the following areas:

Table 6: Class II Wetland and Buffer Impacts

	Alpine Dr. Crossing	Rec Path	Total
Wetland Impact (SF)	6,046	390	6,436
Buffer Impact (SF)	17,099	9,337	26,437

The project proposes fill in two small Class III wetlands (950 SF and 4500 SF) located in the southeast corner of the parcel. As Class III wetlands, the two areas proposed for impact do not provide significant flood or stormwater storage, surface or groundwater protection or erosion control on the property. As Class III wetlands are non-jurisdictional at the state level, no state wetland impact permit will be required for this project. A physical demarcation in the form of a split rail fence will be provided to identify the extent of the wetland buffer in areas adjacent to development.

Flood Hazard Areas – The project is located adjacent to the Allen Brook corridor, which is identified on the attached plan set. No encroachment is proposed within identified flood hazard areas, with the exception of the stormwater outfalls from the proposed gravel wetlands.

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Steep Slopes – Development is limited to areas on the site with slopes of 30% or less. Areas of slopes between 15-30%, and areas of slopes greater than 30% are identified on the site plans.

Wildlife Habitat Disturbance Assessment – A Wildlife Habitat Disturbance Assessment is included with this application.

12. Site Lighting
A site lighting plan has been prepared for the street network and apartment units. The property is located in Lighting Zone 4. Fixtures proposed for the roadway network are located at intersections and crossings, mounted at 20' high on a traditional single pole mount arm. A Lighting Plan and specifications are included with this submission to illustrate the distribution and light intensity at ground level.

Table 7: Lighting Statistics – Apartment Parking Area

	Avg. Illumination (horizontal)	Uniformity Ratio	Max Point Illumination
Zone 4 -WDB 24.5.1	1.2 fc	20:1	5.0 fc
Provided	0.7 fc	16.5:1	3.3 fc

13. Signage
No signs are proposed with this application

14. Submission Elements
The submission elements included in this project package include the following:

1. Complete Discretionary Permit Application Form
2. Erosion Control Checklist
3. Cover letter and narrative (this document)
4. List and addresses of abutting landowners
5. The Annex Land Plan
6. Location Maps
7. Water & Wastewater Statement of Availability
8. Draft Development Agreements – Rec Path, Beaudry Ln, Eden Ln, Alpine Drive
9. Draft Offer of Dedication
10. Draft Covenants
11. Site Photographs
12. Stormwater Computations
13. Traffic Impact Assessment
14. Habitat Assessment Memo and Map
15. Architectural Plans and Elevations

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16. Civil Plans – Phase 1:

The Annex Plan Set - Phase 1

Sheet	*Title*	*Last Revised*
C0-00	Cover	6/3/2022
C1-00	Legend & Notes	6/3/2022
C1-01	Overall Existing Conditions Plan	6/3/2022
C1-02	Demolition Plan	6/3/2022
C2-01	Overall Site Plan	6/3/2022
C2-02	Site Plan (1 of 4)	6/3/2022
C2-03	Site Plan (2 of 4)	6/3/2022
C2-04	Site Plan (3 of 4)	6/3/2022
C2-05	Site Plan (4 of 4)	6/3/2022
C4-01	Existing and Proposed Stormwater Plan	6/3/2022
C5-01	EPSC Plan	6/3/2022
C6-01	Plan & Profile Beaudry Lane Sta 10+00 - 18+50	6/3/2022
C6-02	Plan & Profile Beaudry Lane Sta 18+50 - 27+00	6/3/2022
C6-03	Plan & Profile Beaudry Lane Sta 27+00 - 35+31	6/3/2022
C6-04	Plan & Profile Alpine Drive Sta 10+00 - 18+50	6/3/2022
C6-05	Plan & Profile Alpine Drive Sta 18+50 - 22+86	6/3/2022
C6-06	Plan & Profile Eden Lane Sta 10+00 - 18+76	6/3/2022
C8-01	Site Details	6/3/2022
C8-02	Site Details	6/3/2022
C8-03	Road Cross-Sections	6/3/2022
C8-04	Road Cross-Sections	6/3/2022
C8-05	Sanitary Details	6/3/2022
C8-06	Sanitary Details	6/3/2022
C8-07	Pump Station Details	6/3/2022
C8-08	Water Details	6/3/2022
C8-09	Water Details	6/3/2022
C8-10	Storm Details	6/3/2022
C8-11	Storm Details	6/3/2022
C8-12	Erosion Details	6/3/2022
C8-13	EPSC Low Risk Handbook Sheet 1	6/3/2022
C8-14	EPSC Low Risk Handbook Sheet 2	6/3/2022
C10-01	Fire Truck Turning & Maintenance Plan	6/3/2022
LA-101	Overall Landscape Plan	6/3/2022
LA-102	Landscape Plan	6/3/2022

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LA-103	Landscape Plan	6/3/2022
LA-104	Landscape Plan	6/3/2022
LA-105	Landscape Plan	6/3/2022
LA-106	Landscape Plan - Enlargements	6/3/2022
LA-201	Landscape Details	6/3/2022
LI-01	Lighting Plan	6/3/2022
LI-02	Lighting Specifications	6/3/2022
S1-01	Boundary Plat	6/3/2022
S1-02	PRD Plat - South	6/3/2022
S1-03	PRD Plat - North	6/3/2022

Enclosed are the permit application, checklist, application fee, supporting documentation and both full and reduced copies of the plan set. The Phase 1 application fee, calculated based on 208 units, is $21,550 ($350 x 3 units + $100 x 205 units). Should you have any questions, please do not hesitate to contact me directly.

Regards,

Dan Heil, P.E.
Project Manager

cc: Chris Snyder

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