

## AMENDED APPLICATION

**To:** Village of Enosburg Development Review Board  
**From:** Stephen Diglio, P.E., Project Engineer  
**Re:** AMENDED Project Narrative: NERP Applications for Subdivision and Site Plan Review  
**Date:** October 12, 2020

---

### Summary of Principal Changes

This amended application proposes the following changes to the version of the Project previously considered by the DRB: (i) the Amended Project now contemplates a 3-lot subdivision rather than a 2-lot subdivision; (ii) there is a new lot to the north that intervenes between Route 105 and the Project lot, which no longer constitutes a ‘corner lot’; (iii) the parking on the east side of the building has been moved south, and the permanent tractor display has been moved north, such that the parking spaces are no longer located between Jayview Drive and the Project building; and, (iv) substantial additional landscaping and screening have been added to the north and east of the Project.

### Procedural History

Applicant applied for a retail project on Jayview Drive on June 12, 2020. Applicant submitted supplemental information on July 10, 2020. At its July 29, 2020 meeting, the DRB issued a decision denying site plan approval and conditionally granting subdivision approval. On August 4, 2020, Applicant submitted a motion to reconsider both decisions, which the DRB granted at its September 23, 2020 meeting. Applicant has worked with the Village’s zoning administrator to revise the original project to address the issues and concerns raised by the DRB in its decision. Applicant hereby submits its amended applications for subdivision and site plan review.

### The Amended Project

The subdivision application involves subdividing an existing 16.53-acre parcel into three (3) new lots: (i) a 4.97-acre lot (“Lot 3” or the “TSC Parcel”); (ii) a 1.46-acre lot (“Lot 4” or the “Northern Parcel”); and (iii) the remaining 10.10-acre lot (“Lot 1” or the “Hannaford Parcel”).

The site plan application involves constructing and operating a 19,097 sq.ft. Tractor Supply Co. retail store with an interior pet grooming and washing service area, an adjacent 15,078 sq.ft. fenced outdoor area, a 2,778 sq. ft. permanent sidewalk display area, a 3,000 sq. ft. permanent trailer display area, 65 parking spaces, and associated landscaping, lighting and utilities on the 4.97-acre TSC Parcel. The TSC Parcel is situated across from and westerly of the existing Hannaford’s supermarket shopping plaza on Jayview Drive in the Village. The TSC Parcel is in the Commercial (CM) Zoning District. Retail stores under 50,000 sq.ft. are permitted uses in the CM District subject to site plan review. The retail store will utilize existing municipal water and sewer lines. The CM District is designated for “larger-scale, land-intensive retail [and] commercial...development.” *See Bylaws at § 2.3(C)*. The “Amended Project” refers to the proposed subdivision and the proposed development on the TSC Parcel.

## **ARTICLE 3: SITE PLAN REVIEW**

### **3.3(F)(1) Building Siting**

a) The Amended Project is located and designed to encourage interconnected activity with the existing, commercial uses to the east, as well as with the Central Business District to the west. Vehicular access to the Amended Project will be from Jayview Drive, opposite from the Hannaford's access. The existing sidewalk system from the Village along the southern side of Route 105, along the western side of Jayview Drive, and to/from the Hannaford's shopping plaza will be utilized and extended south across the Amended Project's driveway, and pedestrians will follow new sidewalks and painted paths to the Amended Project entrance. The Northern Parcel situated immediately south of Route 105 will provide a physical and visual buffer between Route 105 and the TSC Parcel. The Northern Parcel will be reserved for future infill development. It is envisioned that such future development will front upon Route 105 with parking to the south in the interior of the development and will utilize a portion of the Amended Project's driveway and shared access onto Jayview Drive. *See Proposed Plans, Sheets AEX.1, ASP.1, ASP.2, ADT.1, ADT.2, ADT.3, & ADT.4, KAS Consulting, dated October 12, 2020 (collectively, the "Site Plan")*.

b) Access to the Amended Project is from the east off Jayview Drive. The Amended Project's principal parking area is located to the north of the proposed building. Due to the intervening Northern Lot, none of the parking spaces in that area is located between Route 105 and any building façade. Seventeen additional spaces are located to the southeast, and none of those spaces are located between Jayview Drive and any building façade. The TSC Parcel and its parking areas are not adjacent to and are well removed from Route 105 to the north and from Jayview Drive to the east. The parking areas are located alongside the building when viewed from Jayview Drive, while still providing necessary customer and handicapped access from parking areas to the building entrance. The Northern Parcel is reserved for future infill development. It is envisioned that such future development will front upon Route 105 with parking to the south between said development and the TSC Parcel. *See Site Plan*.

c) The Amended Project is located as close to Jayview Drive as is practical given the site topography and limitations. Most notably, there is an existing band of wetlands (with associated state-imposed buffer areas) running north/south between Jayview Drive and the Amended Project. *See Site Plan*. It is not feasible to locate the Amended Project in those areas or closer to Jayview Drive.

### **3.3(F)(2) Building Facades**

a) The Amended Project building will be set back more than 350 feet from Route 105, separated by the intervening Northern Lot. The Amended Project building will be set back approximately 200 feet from Jayview Drive. The building will be screened by the existing trees along both roads, and by new landscaping proposed along the northern boundary of the TSC Parcel. Once the Northern Parcel is developed, the visibility of the TSC building from Route 105 will be reduced even further.

The building and site designs incorporate characteristics that will strengthen and enhance the visual attributes and pedestrian connectivity to the existing Village and neighboring properties. The proposed building’s northern façade contains multiple architectural elements that reflect and complement other significant buildings in the area. The Applicant proposes hardie board siding, which in appearance is largely indistinguishable from wood and lasts considerably longer without being as vulnerable to age and weather. Vertical siding is proposed, which echoes the siding used for the dental office across Route 105. The structure itself, with its pronounced barn-shaped entrance, faux barn shutters, and colonial red awnings, is intended to resemble the several agricultural-style buildings along Route 105 and in the area. To avoid cluttered or blank façades that may be visible from roadways, shutters and awnings are proposed for both the northern and eastern facing sides of the building. The main entrance to the building on the northern façade is clearly defined with additional details. A red accent band is proposed for the western and eastern sides to prevent large areas of unbroken color. Rooftop equipment will be entirely screened by hardie board enclosures. *See Building Elevations.*

b) Applicant has made efforts to preserve the distinguishing existing features of the site and environment. Most notably, the applicant has designed the site to avoid impacting wetland areas to the extent reasonably possible and has sought to preserve the existing cedar hedge row along the western property line. No historic buildings or features will be removed. *See Site Plan.*

c) The design for the Amended Project building is compatible with the design character of many of the existing, surrounding structures. The Amended Project’s use of architecture, plantings and design features will echo and complement those of many of the existing agricultural-style buildings along Route 105. *See Building Elevations.*

d) The agricultural design for the Amended Project is compatible with the design character of the area, as well as with many of the surrounding existing structures therein. *See Building Elevations.*

### 3.3(F)(3) Building Height

The Amended Project’s proposed building height is proportional to the average height of the existing buildings on either side and along the streetscape. Also, at 30 feet, the height of the Amended Project building is commensurate with two-story buildings. The chart below compares the height of the Amended Project building to the other buildings along the streetscape, as well as to the average height thereof:

<b>Building</b>	<b>Building Height at Highest Point (top of roof)</b>
McDonald’s	18’-6” (to flat roof 13’-11”)
Hannaford’s	36’-2” (to flat roof 28’)
Family Dollar	28’ (to flat roof 23’)
Day Care	28’ (to flat roof 23’)
McDermott’s	21’-6”

<b>Building</b>	<b>Building Height at Highest Point (top of roof)</b>
Garage	17'-6"
NAPA	15'-6"
Comm. Bank	25'-4"
Rescue	21'-4"
Debruin Dental	27'-10"
<b>AVERAGE HEIGHT</b>	<b>25'-6"</b>
<b>AMENDED PROJECT</b>	<b>30'-0" (to sloping roof 20')</b>

**ARTICLE 4: GENERAL REGULATIONS**

**4.4 Access Requirements and Driveways**

The site design of the Amended Project meets the access and dimensional requirements for the Commercial District. Access is from Jayview Drive, a private drive, directly opposite the entrance to the Hannaford’s shopping plaza. The minimum front, side, and rear setbacks are provided. No new curb cut onto Route 105 is proposed. *See Site Plan*. The proposed driveway will be used to access both the TSC Parcel and the Northern Parcel, once developed.

**4.5(A) & (B) Development on Steep Slopes**

There are very small areas (less than 500 sq. ft.) on the TSC Parcel that exceed 15% in slope, which will be filled and graded, as needed, to accommodate site improvements. There are no 25% slopes impacted by the Amended Project.

**4.7 Excavation, Filling and Grading**

The Amended Project will involve excavation, filling, and grading to accommodate the site and building improvements. The DRB’s approval is requested.

**4.8 Height Limits**

See Response under Bylaws Section 3.3(F)(3), above.

**4.9 Lighting**

Lighting for the Amended Project includes parking lot and building lighting. Details and specifications for the lighting fixtures were submitted with the original application. Lighting will be down shielded to minimize glare and extension onto neighboring properties. Building wall-packs are proposed for building security. A Lighting Plan showing the location of lights and the resulting light levels is enclosed. *See Lighting Plan, LA-3.00a, Last Revised October 12, 2020* (the “Lighting Plan”).

#### **4.12 Parking and Loading Areas**

Under Table 4.1, the Amended Project's 19,097 sq.ft. of retail space calculates to a parking requirement of 96 spaces. Per Applicant's considerable experience with similar retail stores, 65 parking spaces are more than sufficient. Additional parking is unnecessary and would require additional impervious surfaces. As part of the application, Applicant respectfully requests that the DRB allow a reduction in parking under Section 4.12(c)(7). If a future occupant of the building requires additional parking, the presently proposed fenced outdoor area (which is unlikely to be used by a future occupant) can easily be converted to additional parking areas. The parking area locations are well-removed from Route 105 and Jayview Drive and are physically separated by the intervening Northern Parcel and Hannaford Parcel, respectively. The location and size of the parking areas are consistent with other uses in the area. Landscaping and trees will be integrated into the site within the parking area islands. Trees and low shrubs are proposed to the north of the main parking area and along the Amended Project driveway. *See LA-1.00a, Overall Planting Plan, Last Revised October 12, 2020 (the "Planting Plan")*. The Amended Project layout meets the technical parking design standards and siting standards for parking and loading areas under Section 4.12(C) and (D). *See Site Plan; see also Response under Section 3.3(F)(1)(b), above.*

#### **4.13 Performance Standards**

The Amended Project will not generate dangerous, injurious, noxious, or otherwise objectionable conditions or undue adverse impacts on the reasonable use of adjoining properties. In particular, the Amended Project will not emit or cause objectionable odors, noise, dust, smoke, light, or glare. Any materials sold or utilized onsite will be handled, stored, and maintained in accordance with state and federal laws and will not present a risk as to fire, explosion or public safety, nor will such materials result in any increased burden upon municipal facilities.

#### **4.14 Signs**

Signage for the Amended Project will be the subject of a subsequent application under Section 4.14. Preliminary signage is shown on the Site Plan and Sheet ADT.4. There will be one ground sign at the location indicated on the Site Plan. There will be one wall sign above the main entrance as shown on the Building Elevations and on Sheet ADT.4; again, specific signage and details will be provided in a separate application. All signage will comply with the provisions of Section 4.14.

#### **4.15 Wastewater and Water Supply**

The Amended Project will utilize existing municipal wastewater and water supply infrastructure. The Amended Project wastewater will connect to the municipal sewer main that traverses the TSC Parcel where indicated on the Site Plan. As requested, Applicant will provide a new manhole in the middle of the paved area west of the sidewalk along the front of the proposed building. *See Site Plan*. The Amended Project's water will connect to the existing water supply line servicing the Hannaford's shopping plaza. The Applicant will obtain a state wastewater and water supply permit. Allocations from the Village have been received and previously were submitted to the DRB.

## ARTICLE 7: SUBDIVISION REVIEW

The Amended Project will involve the subdivision of an existing 16.53-acre lot. The 16.53-acre lot includes the Hannaford's shopping plaza but excludes the separate, 1.16-acre McDonald's parcel. The proposed subdivision will result in three new lots: (i) the 4.97-acre TSC Parcel; (ii) 1.46-acre Northern Parcel; and (iii) the remaining 10.10-acre Hannaford Parcel. No new public streets or roads are proposed; no existing roads will be widened, although the radius of the Route 105/Jayview Drive intersection will be enlarged moderately to accommodate delivery vehicles. No public improvements other than extending internal sidewalks and on-site stormwater management will be needed.

### 7.4 General Subdivision Standards

#### (B) Basic Standards

**1) Character of the Land.** The proposed Amended Project is consistent with the character of the land and adjacent properties. The proposed Amended Project layout follows natural and logical features that exist on the land. The Amended Project will not have an undue adverse impact on public health or safety, the environment, neighboring properties, or the character of the surrounding area and community. The TSC Parcel and the Northern Parcel constitute infill development between the Hannaford's shopping plaza to the east, Franklin Foods to the south, commercial uses to the north, and a mix of commercial and residential uses to the west heading into the Village. The Amended Project is in the Commercial District, which is designated for larger-scale, land-intensive retail and commercial development. *Aerial Photograph; Site Plan.*

**2) Compatible with Existing Settlement Plans.** The proposed layout of the Amended Project and the proposed location of the TSC building maintain and extend the existing settlement patterns in the Commercial District, which is designated for larger-scale, land-intensive retail and commercial development. *See Bylaws at § 2.3(C).* The Northern Parcel will remain open and is specifically designated for future development along Route 105 in keeping with the Village's preferred smart growth development patterns. The Amended Project will connect to, utilize, and extend the existing pedestrian sidewalk that runs from the Village along Route 105, down Jayview Drive, to the Amended Project's driveway. No new curb cuts along Route 105 are proposed. The Amended Project will utilize existing roads and drives. The Amended Project will connect to existing municipal water and sewer infrastructure. *Aerial Photograph; Site Plan.*

**3) Conformance with Town and Village Plans.** The most recent Town & Village of Enosburgh Vermont Comprehensive Municipal Plan (adopted April 20, 2020) states that: "The purpose of the Commercial Districts is to provide areas with public water and sewer for larger-scale, land-intensive retail, commercial, and high density residential development that may not be suited to location in the Central Business District." *Town Plan at 98.* The Plan explains that "[t]hese areas are intended to complement the Central Business District, and efforts will be made to connect them by attractive pedestrian paths, internal roadways, and landscaping." *Id.* "Development within the District will be reviewed to ensure attractiveness of sight design and signs." *Id.* And, "[s]trip development will be controlled by limiting the number of curb cuts and requiring consolidated access points onto RTE 105." *Id.*

The Amended Project conforms with these purposes and policies. The Amended Project is a commercial development that will complement businesses in the downtown, will utilize existing infrastructure such as sidewalks, roadways, utilities, and landscaping. No new curb cuts onto Route 105 are proposed, and the Amended Project will share driveways, access points, and sidewalks with the existing Hannaford's plaza to the east and (eventually) with future development on the Northern Parcel to the north.

**4) Density and Lot Layout.** The TSC Parcel meets the Commercial District dimensional and technical standards found in Article 2, Article 6, and elsewhere in the Bylaws. The Hannaford Parcel, the Northern Parcel, and the TSC Parcel have been drawn in regular shapes, and no dogleg lots, bowling alley lots, or contorted lots are proposed. The Hannaford Parcel and the TSC Parcel will have complementary, relatively small (41.01 foot) 'bump-outs' just south of the Project's driveway onto Jay View Drive. This bump-out in no way constitutes a 'dog leg lot' or other 'contortion.' Rather, it is small irregularity in the otherwise straight boundary line separating the two lots, which is necessary to avoid the bulk of the wetland area to the south and, more importantly, to avoid inclusion of stormwater infrastructure—including certain drainage pipes and catch basins—serving the Hannaford's grocery store and parking areas. The shapes of the TSC Parcel and the Hannaford Parcel comply with Section 7.4(B)(4), which states that lot lines "should be designed to follow existing land characteristics such as land contours, fence lines, roads, and paths, protect significant natural resources and avoid excessively steep slopes, water courses, or wetlands." (Emphasis added.)

**5) Building Envelopes.** The building envelope on the TSC Parcel and all setbacks comply with the technical standards for the Commercial District.

**6) Energy Conservation.** The Amended Project complies with these standards. The Amended Project will utilize existing infrastructure for roadways and utilities. Existing vegetation, in particular the existing cedar hedgerow to the west, will remain for screening and as a wind barrier.

**7) Monuments and Lot Corners.** The TSC Parcel will be permanently marked on the ground by a VT licensed surveyor in accordance with state law.

**(C) Community Services and Utilities.** The Amended Project does not create an undue burden on municipal facilities or create an unreasonable demand for public services. The Amended Project will utilize existing infrastructure such as roadways, sidewalks, water and sewer lines, and landscaping. The Amended Project will include appropriate and adequate fire prevention safeguards, as well as other required infrastructure and improvements.

**(D) Utilities.** The Amended Project will utilize existing infrastructure such as roadways, sidewalks, water and sewer lines, and landscaping. Utilities will be placed underground.

**(E) Traffic.** The Amended Project will not cause unreasonable congestion or unsafe conditions on the affected public or private roads. The Applicant originally retained DuBois & King to perform a traffic impact study ("Traffic Study"). That study concluded that the Amended Project will include 27 new P.M. peak hour trips and 61 new Saturday midday peak hour trips. There are no high crash

locations in the vicinity of the Amended Project. The Route 105/Jayview Drive intersection will continue to operate at acceptable levels of service. Neither an eastbound right turn lane on Route 105 nor westbound left turn lane are warranted. Dubois & King concluded that a traffic signal is not warranted, and this conclusion was confirmed by VTrans, which is responsible for that intersection. There are no significant safety or ‘level of service’ concerns anticipated as a result of the Amended Project. *See Traffic Study*. The Applicant is working collaboratively with the State, and VTrans has indicated that it agrees with the conclusions reached in the Traffic Study and that the Traffic Study has been approved; accordingly, the Applicant is optimistic that the State permit under 19 V.S.A. § 1111 will be issued for the Amended Project.

After filing of the original application, questions were raised regarding the Project’s traffic impacts and the Traffic Study. Applicant retained Jenn Conley and David Saladino, traffic experts from VHB, to conduct a peer review analysis of the Traffic Study. VHB determined that Dubois & King’s analyses and conclusions stated in the Traffic Study are sound and in accordance with VTrans guidance. *See VHB Memorandum Dated July 9, 2020*.

In its Memorandum, VHB also addressed the questions raised by the DRB at the June 24, 2020 Hearing. VHB explained that an intersection’s “peak hour” is determined by reviewing available count data at the site. VHB found that the counts reflected in the Traffic Study are consistent with previous VTrans count data at the intersection. VHB agreed that the intersection’s peak hour occurs between 4:00 to 5:00 PM on weekdays.

VHB also determined that while traffic volumes at the intersection are sufficiently high for two or three hours during the day, a signal only would be warranted (or authorized) if those highest traffic volumes were sustained for an additional 5-6 hours per day. Absent such sustained high traffic volumes, a traffic signal is not warranted. Accordingly, VHB agreed with Dubois & King that a traffic signal should not be installed at this intersection at this time. In an email dated July 1, 2020, Christopher Clow, VTrans Traffic Engineer, also concurred and stated that VTrans would not approve the installation of a traffic signal at this intersection at this time. *See Clow Email*.

**(F) Phasing.** The Amended Project does not include or propose a phased development. The Northern Parcel is designated for future development in keeping with the Village’s preferred smart growth development patterns. It is envisioned that such future development will utilize a portion of the Amended Project’s driveway and shared access onto Jayview Drive. At this time, it is not known what development will occur on the Northern Parcel, and so Applicant cannot speculate as to impacts resulting therefrom. Any future development on the Northern Parcel will be required to obtain any and all necessary local, state, and federal permits and approvals.

## **ARTICLE 8: PLANNING AND DESIGN STANDARDS**

### **8.2 Site Preservation**

**(A) Existing Features.** The Amended Project will preserve and will not eliminate important existing features. Existing landscaping will be preserved to the extent possible, in particular the wetland area to the east of the Amended Project and the cedar hedgerow along the western boundary.

**(B) Vegetation and Natural Cover.** Relatively little site work and grading will be required for the Amended Project. Existing vegetation and landscaping will be retained to the degree possible. Substantial additional landscaping is proposed for screening. *See Planting Plan.*

**(C) Tree Removal.** The existing site contains few trees that will need to be removed. Existing vegetation will be preserved to the extent possible. Substantial new landscaping and tree plantings are proposed as part of the Amended Project. *Planting Plan.*

**(D) Landscaping and Screening.** Applicant is proposing substantial new landscaping for the Amended Project, while preserving as many existing natural features and as much existing screening as possible. In particular, the Amended Project will utilize and will not eliminate the existing trees along Route 105, the existing trees along Jayview Drive, and the cedar hedges extending the entire westerly boundary of the TSC Parcel and the Northern Parcel. The Amended Project also will preserve the wetland area to the east of the Amended Project. Applicant is proposing the following, supplemental landscaping features:

- New trees are proposed along the new entry drive off Jay View Road;
- New trees are proposed in the two parking islands;
- New trees and low shrubs are proposed along the northern edge of the TSC Parcel, which will help to screen the Amended Project and its proposed parking areas from Route 105;
- New trees and low shrubs are proposed along the eastern edge of the TSC Parcel, which will help to screen the Amended Project and its proposed parking areas from Jayview Road.

*See Landscaping and Lighting Plans; Building Elevations.*

#### **8.4 Streets and Roads**

**(A) Required Street Improvements.** No new roads are proposed as part of the Amended Project. Access to/from the Amended Project will be via Jayview Drive. The Amended Project driveway and parking areas will conform to industry standards. Stormwater management will be constructed in accordance with State permitting requirements. *See Site Plan.* Traffic control devices are not required. *See Traffic Impact Study.* New landscaping is proposed while retaining as much existing landscaping features as is reasonably possible. *See Planting Plan.*

**(B) Curbs.** No new roads are proposed. Curbs and gutters will be utilized on-site, as necessary, to comply with State stormwater permits.

**(C) Sidewalks.** The existing sidewalk system from the Village that runs along the southern side of Route 105, along the western side of Jayview Drive, and to/from the Hannaford's shopping plaza will be utilized and extended south across the Amended Project's driveway. Paint and new pathways will direct pedestrians from the present terminus of the sidewalk to the Amended Project entrance. *See Site Plan.*

## **8.5 Water and Wastewater**

**(A) Extension of Municipal Mains.** The Amended Project does not propose extensions of the municipal water and sewer mains. The Amended Project will utilize existing infrastructure. *Site Plan*. As requested, Applicant will provide a new manhole in the middle of the paved area to the west of the sidewalk running along the front of the proposed building. *See Site Plan*.

**(B) Fire Protection Facilities.** The Amended Project will include fire protection infrastructure as required by State law.

**8.6. Stormwater and Erosion Control.** Stormwater and erosion control measures have been designed by a Vermont licensed engineer and are included as part of the site plan. *See Site Plan*. These measures will be adequate to manage stormwater and to prevent erosion in accordance with applicable State permits.

**8.7 Utilities and Street Lighting.** Utilities will be placed underground. No street lighting is proposed. Parking and on-site lighting fixtures will be down shielded to minimize extension of light onto adjacent properties. *See Site Plan; Lighting Plan*.

## **Enosburgh Joint Development Review Board Hearing**

October 28, 2020

### **FINDINGS AND DECISION**

Applicant: NERP Holding & Acquisitions Co LLC  
Owner: Pomerleau Family Partnership

Application #SPA-1(A)-20 71 Jay View Drive, Enosburg Falls (AMENDED SITE PLAN)  
Tractor Supply building lot 3 (JV0071)

#### **Findings:**

A three (3) lot subdivision, proposed in the Commercial District, designated as proposed Lot #3 containing 4.97 acres. Existing retained lot 1 is 10.10 acres in size; and proposed lot #4 containing 1.46 acres, and is located on the corner of Jay View Drive, a private road, and State Route 105; Access for ingress and egress for the proposed lot is proposed off Jay View Drive; The lot is served by onsite municipal water and wastewater, underground natural gas and electric extending from the northern boundary of proposed lot 3; the proposed lot meets the dimensional requirements of the Commercial District per Article 2, Section 2.5; This application is reviewed under Article 7, Subdivision Review. The proposed lots have Class 1-3 wetlands, existing pedestrian facilities and sidewalks on its northerly border. A traffic impact study was provided by Dubois & King, Inc. which considered the impact of the proposed development of Tractor Supply on lot 3

After filing of the original application, questions were raised regarding the Project's traffic impacts and the Traffic Study. Applicant retained Jenn Conley and David Saladino, traffic experts from VHB, to conduct a peer review analysis of the Traffic Study. VHB determined that Dubois & King's analyses and conclusions stated in the Traffic Study are sound and in accordance with VTrans guidance.

In its Memorandum, VHB also addressed the questions raised by the DRB at the June 24, 2020 Hearing. VHB explained that an intersection's "peak hour" is determined by reviewing available count data at the site. VHB found that the counts reflected in the Traffic Study are consistent with previous VTrans count data at the intersection. VHB agreed that the intersection's peak hour occurs between 4:00 to 5:00 PM on weekdays.

VHB also determined that while traffic volumes at the intersection are sufficiently high for two or three hours during the day, a signal only would be warranted (or authorized) if those highest traffic volumes were sustained for an additional 5-6 hours per day. Absent such sustained high traffic volumes, a traffic signal is not warranted. Accordingly, VHB agreed with Dubois & King that a traffic signal should not be installed at this intersection at this time. Clow, VTrans Traffic Engineer, also concurred and stated that VTrans would not approve the installation of a traffic signal at this intersection at this time.

Main parking with 48 spaces is designated alongside the building to the right (north) of the building upon entering from Jay View Drive with additional 17 spaces on the East side of the building South of

the terminus of Jay View Drive; The site plan indicates provision for 65 parking spaces and a 15,078 sf fenced outdoor display area located to the South of the building; the submitted elevation denotes the use of barn shutters and awnings and hardy board which provides the appearance of vertical barn boards; the site plan indicates that the building has an average height of 30 feet and neighboring buildings have heights varying from 18-36 feet;

Applicant is proposing substantial new landscaping for the project, while preserving as many existing natural features and as much existing screening as possible. The project site has existing trees along Route 105, existing trees along Jayview Drive, and existing cedar hedges extending the entire westerly boundary of lot 3 and lot 4 which will be retained. The Applicant will preserve the wetland area to the East of the project. Applicant's landscape plan LA-1.01a is proposing the following, supplemental landscaping features:

- 8 New trees are proposed along the new entry drive off Jay View Drive;
- 4 New trees are proposed in the two parking islands;
- 17 New trees and 32 low shrubs are proposed along the northern edge of lot 3;
- 18 New trees are proposed along the eastern edge of the project.

The site plan indicates one proposed tree on the north side of the parking located within the wastewater utility easement; The Village has indicated the location of the tree in the utility easement;

The lot 3 project site does not abut a public road.

The applicant's lighting plan LA3.00a indicates all lumen levels are proposed to drop to 0.0 lumens within the subdivision lot boundaries.

### **Decision:**

Based upon the facts and findings, the Board's decision is as follows:

The board hereby Approves the plan submitted for Amended Site Plan approval. Such approval is granted with the following conclusions and conditions:

#### **A: CONCLUSIONS:**

1. 3.2E(3) pg 22
  - TRAFFIC ON ROADS AND HIGHWAYS IN THE VACINITY: The traffic study data provided indicates that this project will continue to meet traffic standard requirements without requiring modifications to the intersection of Jay View Drive and Route 105 at this time.
2. 3.3(f)(1) pg 25
  - BUILDING SITING: The plans indicate that the buildings will be located to encourage interconnectivity and provide access to pedestrians via interconnected sidewalks with existing site infrastructure;
  - PARKING: Plans indicate that parking is provided alongside the building or the north and east but is not located between the Jay View Drive and any façade of the building;

3.3(F)(2) pg 25

- BUILDING FAÇADE: Elevation drawings indicate there will be adequate number and arrangement of architectural features to avoid the appearance of a blank façade and uses materials with a natural appearance, and provides screening of rooftop mechanical equipment;

3.3(f)(3)

- HEIGHT: Building elevations indicate the height will be proportional to average height of existing neighboring buildings and presents a height of two stories;

4.12(b)(3)

- PARKING: Per Table 4.1 Retail Establishments require 1 space per 250 sq ft of gross floor area, this project would require 96 parking spaces. The project is approved with the proposed 65 parking spaces based upon intended use of Tractor Supply Retail Store. If future use of the building changes, the 15,078 sq ft outdoor display area to the south of the building is available to be converted to additional parking spaces.

4.9(C)(1) & (2) Pg 34

- LIGHTING: Per the lighting plans provided outdoor lighting has been kept to a minimum as required for safety and intended use and does not direct light beyond the boundaries or onto adjacent properties;

8.2(D) Pg 83-84:

- LANDSCAPING AND SCREENING: The plans provided indicate that adequate screening will be planted to screen all parking areas from adjacent lots;

B: CONDITIONS:

1. Applicant shall provide a revised site plan clearly indicating the ends of Jay View Drive.
2. The applicant shall ensure that no plantings for screening will be located within the utility easement boundaries;

3. All landscape plantings and screening shall be maintained in viable living condition for the lifetime of the project; replacements will be equivalent in variety and size to original design;

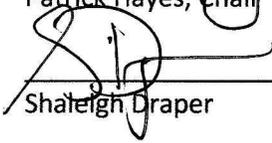
Matt Miner motions to Approve the application for Amended Site plan approval, motion is seconded by Shaleigh Draper. All in favor, request for Amended Site Plan Review is APPROVED WITH CONDITIONS, 4 IN FAVOR, 0 DECENT.

Date: November 18, 2020



---

Patrick Hayes, Chair



---

Shaleigh Draper



---

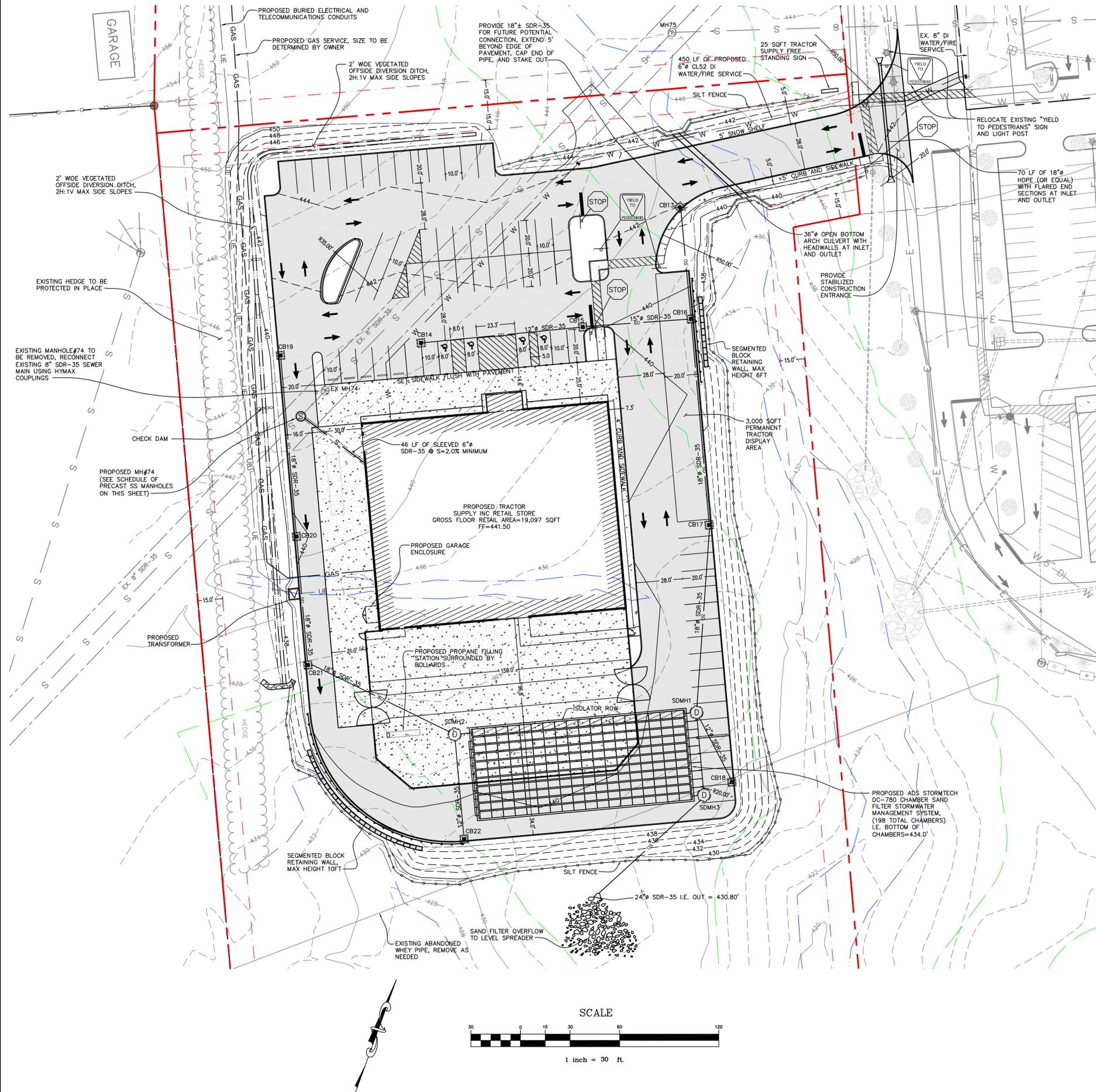
Jessica Eagles



---

Matthew Miner





**LEGEND:**

PROPOSED	EXISTING	
---	---	MINOR CONTOURS (2')
---	---	MAJOR CONTOURS (10')
---	---	EDGE OF PAVEMENT
---	---	TOP/TOE OF SLOPE
---	---	PROPERTY LINE
---	---	ABUTTER PROPERTY LINE
---	---	SUBDIVISION PROPERTY LINE
---	---	EASEMENT
---	---	GRAVITY SEWER
---	---	FORCE MAIN
---	---	GAS LINE
---	---	UNDERGROUND ELECTRIC/TELECOM
---	---	OVERHEAD UTILITY
---	---	WATER LINE
---	---	SILT FENCE
---	---	TEMPORARY CHECK DAM
---	---	STORMWATER
---	---	GRAVEL ROAD
---	---	PAVEMENT
---	---	SIDEWALK/CONCRETE
---	---	BUILDING
---	---	WETLAND AREA
---	---	50' WETLAND BUFFER
---	---	CURB
---	---	STORMWATER CATCH BASIN
---	---	UTILITY POLE
---	---	SEWER MANHOLE
---	---	ELECTRIC PEDESTAL
---	---	POLE MOUNTED LIGHT

**SCHEDULE OF PRECAST 48"Ø S.S. MANHOLES**

MANHOLE	RIM ELEV.	I.E. IN	I.E. OUT
EX. MH#74 (SEE NOTE 1)	443.43'	433.8' (8" SDR-35)	433.8' (8" SDR-35)
PR. MH#74	440.80'	433.5' (8" SDR-35)	433.4' (8" SDR-35)

- NOTES:  
 1. EXISTING MH#74 IS TO BE REMOVED AND REPLACED WITH A PROPOSED 48" DIAMETER MANHOLE APPROXIMATELY 22' DOWNSTREAM ALONG THE SEWER MAIN IN THE MIDDLE OF THE PAVED DRIVEWAY. RECONNECT EXISTING 8" SDR-35 SEWER MAIN USING HYMAX COUPLINGS.  
 2. CONTRACTOR SHALL FIELD VERIFY EXISTING SEWER MAIN INVERTS.

**SCHEDULE OF PRECAST 48"x48" CATCH BASINS**

CATCH BASIN	RIM ELEV.	I.E. IN	I.E. OUT	SUMP ELEV.
CB#13	441.95'	437.95' (18" SDR-35)	437.85' (18" SDR-35)	433.85'
CB#14	440.35'	N/A	436.35' (12" SDR-35)	432.35'
CB#15	440.25'	435.85' (12" SDR-35)	435.75' (15" SDR-35)	431.75'
CB#16	439.25'	435.25' (18" SDR-35)	435.15' (18" SDR-35)	431.15'
CB#17	438.85'	434.55' (18" SDR-35)	434.45' (18" SDR-35)	430.45'
CB#18	438.20'	N/A	434.80' (12" SDR-35)	430.80'
CB#19	440.15'	N/A	436.15' (18" SDR-35)	432.15'
CB#20	439.85'	435.55' (18" SDR-35)	435.45' (18" SDR-35)	431.45'
CB#21	440.35'	434.90' (18" SDR-35)	434.80' (18" SDR-35)	430.80'
CB#22	439.25'	N/A	435.25' (12" SDR-35)	431.25'

**SCHEDULE OF PRECAST 48"Ø SD MANHOLES**

CATCH BASIN	RIM ELEV.	INTERNAL WEIR	I.E. IN	I.E. OUT
SDMH#1	439.10'	N/A	434.25' (18" SDR-35)	434.15' (24" SDR-35)
SDMH#2	440.50'	N/A	434.75' (12" SDR-35)	435.00' (12" SDR-35)
SDMH#3	438.50'	TOP OF WEIR=437.0 2" WEIR ORIFICE=431.75	434.25' (18" SDR-35)	434.15' (24" SDR-35)
			433.95' (12" SDR-35)	431.65' (24" SDR-35)
			435.00' (12" SDR-35)	431.75' (6" UNDERDRAIN)

**GENERAL NOTES:**

- BASEMAP DEVELOPED FROM "SITE PLAN" FOR POMERLEAU REAL ESTATE BY SMM ENVIRONMENTAL ENGINEERING DATED 29 OCTOBER 2004, AND AS UPDATED BY THE TOPOGRAPHIC SURVEY BY H.W. CHAFFEE SURVEYING DATED 1/7/2020. BEARINGS ARE BASED ON THE VERMONT STATE PLANE GRID COORDINATES, (US FT), DETERMINED BY NGS OPUS SOLUTIONS, USING OBSERVATIONS TAKEN WITH CHC X900-OPUS DUAL FREQUENCY GNSS RECEIVERS. VERTICAL DATUM IS NAVD 88 BASED ON NGS BENCHMARK PG1377, ELEVATION 418.48 FEET.
- ALL BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED ON THESE DRAWINGS IS BASED UPON INFORMATION PREPARED BY H.W. CHAFFEE, L.S. DATED 1/7/2020. NO INDEPENDENT VERIFICATION OF THIS INFORMATION HAS BEEN MADE BY THIS OFFICE.
- ALL EXISTING UTILITIES ARE APPROXIMATE AND BASED UPON THE BEST AVAILABLE INFORMATION AT THE TIME THIS PLAN WAS DEVELOPED AND ARE SUBJECT TO FIELD VERIFICATION.
- ALL PROPOSED AND EXISTING BOUNDARY LINES, EASEMENT, SETBACKS, AND LOT AREAS DEPICTED ON THIS PLAN ARE CONSIDERED APPROXIMATE FOR PLANNING REVIEW PURPOSES. FOR FINAL ACCURATE DEPICTIONS OF SUCH INFORMATION, PLEASE REFER TO FINAL SURVEY PLAT TO BE PREPARED BY H.W. CHAFFEE, L.S.
- THE WETLANDS AND ASSOCIATED BUFFER INFORMATION ARE BASED ON THE DELINEATION BY GILMAN AND BRIGGS ENVIRONMENTAL, INC., AND SURVEYED BY H.W. CHAFFEE, L.S. IN THE FALL 2019.
- ALL DESIGN AND LAYOUTS DEPICTED ON THESE DRAWINGS ARE SUBJECT TO TOWN AND STATE APPLICATION PERMIT REVIEW AND THEREFORE SUBJECT TO CHANGE ACCORDINGLY PENDING THOSE REVIEWS.
- ALL PROPOSED UTILITY CONNECTIONS ARE SUBJECT TO REVIEW, INPUT, AND UTILITY OWNER VERIFICATION. EXISTING UTILITY DATA AND INFORMATION IS BASED UPON THE BEST AVAILABLE DATA AND ALL ARE SUBJECT TO FIELD VERIFICATION.
- THE CONTRACTOR SHALL CONTACT DIG SAFE (888-344-7233 OR WWW.DIGSAFE.COM) AND THE DEPARTMENT OF PUBLIC WORKS AT LEAST 72 HOURS PRIOR TO ANY CONSTRUCTION.
- ARCHITECTURAL, LANDSCAPING, MECHANICAL, ELECTRICAL, INTERIOR PLUMBING, STRUCTURAL, BUILDING DEMOLITION, SITE CONTAMINATION AND/OR HAZARDOUS MATERIALS HANDLING DESIGN AND SERVICES TO BE PROVIDED BY OTHERS.
- THE APPLICANT REQUESTS A REDUCTION IN THE TOTAL NUMBER OF PARKING SPACES FROM 96 TO 65 PER 4.12.C.7).
- OWNER AND APPLICANT ARE RESPONSIBLE FOR SECURING ALL STATE AND LOCAL PERMITS AND PERMIT APPLICATION FEES.

**WATER AND WASTEWATER DESIGN FLOWS**

PROPOSED TSC GROSS FLOOR AREA: 19,097 SQFT \* 4GPD / 100 SQFT = 764 GPD  
 PET SELF SERVICE GROOMING STATION: 400 GPD  
 TOTAL WATER AND WASTEWATER DESIGN FLOWS: 1,164 GPD = 5.5 UNITS OF ALLOCATION

REVISIONS	BY

Environmental Science & Engineering  
 589 Avenue D, Suite 10  
 P.O. Box 787  
 Williston, VT 05495  
 www.kas-engineering.com  
 802.383.0486 P  
 802.383.0490 F



TRACTOR SUPPLY COMPANY  
 PROPOSED SITE PLAN (30 SCALE)  
 POMERLEAU FAMILY, LLC  
 58 VT ROUTE 105  
 VILLAGE OF ENOSBURG, VT

DRAWN	SJD
CHECKED	SJD
DATE	10/12/2020
SCALE	AS NOTED
JOB NO.	809190240
SHEET	

ASP.2