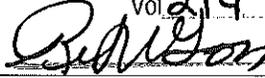


Received for Record 12/20/2011

TOWN OF WARREN
DEVELOPMENT REVIEW BOARD
MINUTES OF MEETING
MONDAY NOVEMBER 21, 2011

at 3 o'clock P M and Received In

Vol. 214 Page 179-183



TOWN CLERK

Members Present: Peter Monte, Don Swain, Lenord Robinson, Tom Boyle, Virginia Roth and Chris Behn [arr. 7:47].

Others Present: Jim Edgcomb, Barbara Brady, Kyle Neil, Margo Wade, Win Smith, Wendy Brauer, Cindy Carr, Dino Valadakis, Miron Malboeuf and Ruth Robbins.

Agenda: Call meeting to order, 7:00 pm.

- 1) **Application 2011-15-SD/PRD, Subdivision/PUD Sketch Plan Review: Summit Ventures NE, LLC** has submitted an application for Sketch Plan Review. The applicant seeks plan review for Phase II of the Lincoln Peak Village Development Project. Phase II generally encompasses the land bounded by the Sugarbush Resort Lincoln Peak Base Area to the south and Rice Brook to the north, Village Road to the east, the US Forest Service boundary to the west and Sugarbush Village Drive to the north.

The project contemplates five building sites with a mix of townhouse, condominium style and mixed use buildings, underground parking for the new buildings, shared surface parking and access drives, strong pedestrian connection between the base area, the development sites and the Sugarbush Village, Hotel Brook reconstruction, stormwater and utility infrastructure, Village Double lift relocation and replacement, and new parcels as needed to accommodate the proposed buildings. The proposed buildings will house approximately 80 residential units. Building and associated site improvements will be constructed in phases over several years. Implementation of each phase will be based on market demand.

Components of Phase II that were previously approved under Permits #2005-01-PUD & #2005-01-CU issued May 13, 2005 and remain to be completed include:

- Restoration of 2 remaining section of Hotel Brook, and
- Realignment and replacement of the Village Double Chair.

This project, located in the Sugarbush Village Commercial District (Parcel ID#250010-& 250012) requires review under Article 6, § 6.2 Sketch Plan Review. Waiver Request: Pursuant to Section 6.1(E), the applicant respectfully requests a waiver of the requirement to submit the names and addresses of adjoining property owners, and evidence of written notification to adjoining, for this sketch plan review. This material and evidence of delivery will be provided for the Preliminary Plan Review hearing (§ 6.3), to be scheduled at later.

- 2) Other Business:

Mr. Monte called the meeting to order at 7:03 pm.

- 1- **Application 2011-15-SD/PRD, Subdivision/PUD Sketch Plan Review: Summit Ventures NE, LLC** has submitted an application for Sketch Plan Review. The applicant seeks plan review for Phase II of the Lincoln Peak Village Development Project. Phase II generally encompasses the land bounded by the Sugarbush Resort Lincoln Peak Base Area to the south and Rice Brook to the north, Village Road to the east, the US Forest Service boundary to the west and Sugarbush Village Drive to the north.

After Mr. Monte read the warning for the record, Mr. Smith, owner of Sugarbush Resort, gave an overview of the plan for Phase II of the Lincoln Peak Redevelopment Project. He began by noting that different approaches had been put forth previously on this particular piece of land.

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TOWN OF WARREN
DEVELOPMENT REVIEW BOARD
MINUTES OF MEETING
MONDAY NOVEMBER 21, 2011

They now have a different plan that still utilizes the roughly same number of units as originally permitted. With this being the tenth year of ownership, Mr. Smith briefly noted that over the past ten years they have been a lot of infrastructure work in order to keep the resort a viable entity. This was quite a task as nothing had been done for many years prior to taking over, said Mr. Smith. He quantified this by saying the resort had invested 93 million into the operation over the past ten years, 39 million in the Clay Brook residences, 14 million in the base lodges and the rest into infrastructure improvements and enhancements. The return on these investments, Mr. Smith noted, have to come from residential real estate development.

Mr. Smith continued by outlining the strategy behind their approach. He said they wanted to get connectivity to the village, maintain the aesthetic that they have created and want to continue not only in appearance but in sizing and scale. In adding these new buildings they plan on maintaining the "Out to Lunch" trail and the ski path down to Chez Henri. Some corrective grading will be done to create as flat a pass as possible. Changes to enhance the beginner area and relocating the village lift are also part of the overall plan.

The approach they want to take is that of a graduated development to match the current real estate market demand and meet the desires of those consumers who are looking for a resort residence. There are more families interested in second homes and wanting to spend more time in them so quarter shares are not what they are looking for. They are looking for more convenience, slope side, ski on/ski off full ownership opportunities. Mr. Smith said they would not be building on speculation but rather will only go forward if they have at least a fifty percent commitment from buyers. He noted that they have been approached by potential cash buyers who said they were ready to buy if Sugarbush was ready to build. The residences will be phased in based on sales.

The first building will be the uphill as the plan is to develop from the top on down. It will consist of a common underground garage with three buildings on the top broken into 3-unit/3-unit/9-unit per building. This will allow flexibility in the development based on sales. Mr. Smith noted that this was a master plan and that there was the probability that only the first building would be built next year, and that it may be some time, depending on demand, before the other buildings are constructed. It was important though that the initial buyers were aware of what the future plans looked like. Another part of the initial plan is to satisfy past permit requirements by opening up the rest of Hotel Brook with maintaining the bridges as close to their current locations as possible. The bridges would have to be able to handle a groomer which would also be beneficial to providing some hard packed area for the fire department. All proposed buildings will have underground parking. Mr. Smith also talked about how one of the "gaps" that exist at the resort is adequate conference space. The Gatehouse and the lodges work pretty well during the summer months but are limited for use during the day over the ski season. As such, the last building proposed in the overall plan, Building E will be a "mixed use" building. All of the other buildings are strictly residential.

Before turning the presentation over to Architect Jim Edgcomb, Mr. Smith noted for the Board that Rice Brook had been "de-listed" this past spring as an impaired stream.

Mr. Edgcomb then walked the Board through the various buildings. The first one proposed to be built, referred to as the Rice Brook building aka Building A, will have a mix of styles, that of flats and town homes. The town homes are up to 3000 square feet in size. The flat units will be elevator served and are three units per floor of about 1200 square feet per unit. There will be a retaining wall on the uphill side that will allow the underground garage to be accessed from the downhill exposed lower level. The three "B" buildings consist of two town home style buildings and one flat style building.

What Mr. Edgcomb called an important feature and strong design element was the creation of a green that will be located opposite the entrance to Sugarbush Village and will allow a view and

TOWN OF WARREN
DEVELOPMENT REVIEW BOARD
MINUTES OF MEETING
MONDAY NOVEMBER 21, 2011

connection across over to the Farmhouse and Schoolhouse buildings and the rest of the resort. Mr. Smith told the Board that though there is not much foot traffic between Sugarbush Village and the resort at this time, they want to encourage two-way traffic in the future. Mr. Smith also said that the walkway through the newly proposed development would be cleared, maintained and lit.

The parking lot at Sugarbush Village will be redesigned and the issue may be an enforcement of how those spaces are utilized. Since the project will be phased, the current upper lot that parks about 20 cars will become the redesigned lot with 12 spaces and the current lower lot will remain as is. The overall new parking plan will evolve as the buildings are constructed. Mr. Smith said that the plan is for the upper lot to be "temporary" parking for daycare drop off purposes. He also noted that the current lot is not being used as it was intended with day skiers utilizing it as well as folks from the upper residences on the mountain. In speaking with some of the tenants of Sugarbush Village, a lot of their traffic during the day is foot or ski traffic with a rotating coming and going. At night Chez Henri's dinner clientele should be the only parkers. When asked how this might be enforced, the reply was with the appropriate posting as well as the possibility of partnering with the Sugarbush Village tenants/owners for a "live" person on Saturdays, Sundays and Holidays at an estimated cost of about \$5,000 per year.

Ms. Wade told the Board that as required by the MOU with the MRVPD they monitor the traffic and parking about six to eight times a year. She continued to report that during last years count, the average number of cars in the Sugarbush Village lot was 63 cars. They monitor on Saturdays and other peak times as well as representative Wednesdays. Ms. Wade also said that the weekday average was 42 cars and the highest ever noted was 94 cars. Based on the required parking size the Sugarbush Village parking lot can technically accommodate 85 spaces.

Mr. Edgcomb went on to talk about Building E in a little more detail. He explained that the vision was for it to house meeting/conference space with kitchen facilities on the main level. Upper floors would potential house thirty (30) hotel rooms. This building however is the last in this phase to be built so is sometime off into the future. Mr. Smith added that they envisioned it being used by those who were also staying at the resort versus just "day use". The thought is to have a capacity of about 250 to 300 in a classroom like setting as a maximum. Though they could use this type of space now, Mr. Smith noted that the residential buildings had to sell first in order for the conference building to be financial possible. Mr. Edgcomb added that the plan is to re-grade the access drive and pave it. It will be designed so as to be able to handle large trucks and vehicles for deliveries and emergency, and will be an improvement over the current condition. Mr. Smith told the Board that as far as delivery trucks go, they have made it a policy to tell those who deliver up at Timbers/Clay Brook when [early in the am] they can have access so as not to conflict with parking/traffic from users of the resort. He suggested that Dino and Chez Henri might want to consider the same approach so as not to have an issue with the parking.

Mr. Monte asked what the Fire Department's concern was – was it a lack of access to the backside of the buildings? Mr. Edgcomb replied that the primary concern was for the Fire Dept to be able to have access [with a truck, maybe the ladder truck] to the front of all three buildings [bldg A] but means of a plowed lane in front even though they are attached by a common foundation and underground garage. Mr. Smith also noted that all the units and the garage would be fully sprinkled. Mr. Boyle added that getting any and all equipment needed to get as close to the source of any fire as easily as possible. Mr. Edgcomb said they were in discussion about where and how many standpipes should be installed as well.

Ms. Wade then moved on to address some of the zoning standards that were relevant to the project. She cited how the project conformed to the purpose, uses and dimensional standards of the Sugarbush Village Commercial District. Density requirements were well within the limits and all setbacks were being met. Ms. Wade also noted that they were proposing a mix of building heights, some that may exceed the 50 foot maximum by a small amount and will need Conditional Use approval. Since this is only Sketch Plan review, they have yet to determine the

TOWN OF WARREN
DEVELOPMENT REVIEW BOARD
MINUTES OF MEETING
MONDAY NOVEMBER 21, 2011

actual parcel boundaries for subdivision approval. What they would also like to do is have one association that actually controls the land with additional condominium associations for the different buildings. It is important for the resort to have some control over the maintenance and look of the exterior of the development. Ms. Wade also informed the members that the more technical permits, water, waste water and storm water permits were in the process of being put together and that the Board would be kept apprised of their status. The wastewater permit will be tied to the facility at the 22 acre site and the stormwater permit will be an amendment to an existing operating permit that they currently have. They are also working on expanding the water permit but do have enough for Building A to go forward.

Mr. Smith also noted that the bridge that Mountainside and others use to "ski on/ski off" will now encounter more of a slope. To help with that a proposed pathway going by Bldg. A with a "bristle-like" section in the concrete to protect ones skis is being considered.

Ms. Wade then told the Board that that wrapped up what they had so far to present for Sketch Plan review and would like to hear comments and suggestions. Mr. Monte asked those in the audience for their comments. Dino of the sandwich shop in Sugarbush Village spoke up to express his concern about the configuration of the proposed parking. He felt that without an attendant it would be a free-for-all and due to the small size could prove to be inadequate. Mr. Monte said that posted limited parking was discussed and would that be a possible solution. Dino said that it certainly would be of a help but may not be a total solution. Dino said he and Mr. Smith had had some conversations and that he felt they could work together to find amicable solutions.

Ms. Carr then spoke as a representative of Village Edge One [four residential units] and stated the concern over the shared parking. She pointed out the situation of a late Friday night resident arrival only to find that all the parking is taken up by patrons at Chez Henri. She suggested that maybe some designated Reserved Parking signage might be a possible solution. She said they had done a tally: 8 spaces for Village Edge commercial; 6 for Village Edge residential, 14 for Dino's shop and 30 allocated for Chez Henri for a total of 58 parking spaces assigned to the village right now. She acknowledged that Mr. Smith had a valid point that they were not all used at the same time – some during the day and others at night. Ms. Carr expressed optimism that a designated "short term " parking area [proposed 12 spaces] might work for those coming and going to Dino's or even Brook's ski shop. In reality though it might really need a parking attendant to make it work. Mr. Smith also told the Board and Ms. Carr that they are considering monitoring the SB Village lot this winter in an attempt to "re-train" people as to how those spaces should be utilized.

Mr. Swain asked that if the intention was to create more of a village like feel, was any consideration given to incorporating other activities, business amongst the residential buildings. Mr. Smith replied that the results that Intrawest has had with that approach has been mixed at best with integrating too commercial. Instead, he'd like to see Sugarbush Village become more vibrant first. Mr. Smith also added that with seeing more younger families interested in spending time at the mountain that it was important for them to create a place that appealed to them. Therefore this residential development is geared to the 35 to 55 year olds with kids who are committing to a mountain and buying season passes.

Ms. Brady representing Mountainside Condominiums spoke up with some of their concerns. She noted that there are 90 residential units of which about 70 consistently use the ski over bridge. Re-routing 110 feet may not sound like much but for a family with younger kids it could be problematic. Ms. Brady did say she like the idea of the "bristle pad" path and thought it might help. She also emphasized that the path be designated as a "ski" path in the plans. The other concern Ms. Brady expressed was parking. Mountainside's concern is more due to if there are problems in the Sugarbush Village parking lot, then any overflow tends to end up in designated Mountainside parking spaces. They have seen such situations during busy weekends and when

TOWN OF WARREN
DEVELOPMENT REVIEW BOARD
MINUTES OF MEETING
MONDAY NOVEMBER 21, 2011

the Pine Tree Pub has had a busy night. Mr. Malboeuf pointed out that if Sugarbush Village did experience a revival then parking would really be stressed.

Mr. Edgcomb stressed that all the new units have parking, two spaces per unit, underneath the buildings. Mr. Behn asked about the 56 parking spaces between Buildings D and E – have they been assigned? Mr. Edgcomb said they see those as “shared” parking at this time. Mr. Smith said that it could also be used as “valet” parking.

Mr. Monte asked about walking paths incorporated into the overall plan. Both Ms. Wade and Mr. Smith pointed out and assured the Board that paths and additional sidewalks were part of the plan. Several people noted that more “walking” occurs in the summer months than during the winter. Mr. Smith said that when the conference building is built that may increase the incidence of walking during the colder months. He also told the Board that better connectivity is being looked at for the SHARC and the tennis courts. Mr. Monte asked the Board if they felt the “connectivity” issue had been addressed and Mr. Behn replied that it was greatly improved from the last plan. Mr. Behn then asked if there was any concern about views. Mr. Smith responded that views should not be an issue though there may be some blockage experienced by Mountainside.

In a conclusion of sorts, Mr. Monte said from what he had heard parking was a main issue but that it was being worked on. Mr. Behn noted that he wanted to make sure that any and all pedestrian infrastructure potential was maximized. Mr. Smith responded to that as it being a function of dollar and cents. The Board was told that more complete elevation drawings would be forthcoming as they were still being worked on and not quite ready for “publication”. The exterior will resemble a Vermont style village with dormers and clapboards to blend in with the existing buildings. Mr. Edgcomb said that true historic style would be smaller in scale so that with the size being larger some contemporary features will creep in.

Mr. Smith and Ms. Wade did note that they were working with the Warren Fire Dept. about questions and issues they had. Mr. Smith said that he was not able to buy a fire truck but hopefully the increased tax revenue from the new development would help to that end. Help in painting the firehouse up at the mountain is something that Mr. Smith would like to help with. Mr. Monte was glad that there was a conversation with the fire department going on.

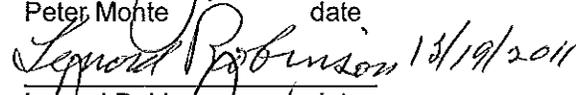
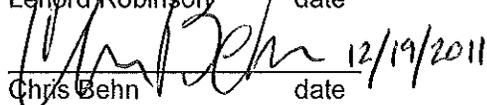
The items noted for further discussion/review during the preliminary review stage are: subdivision layout, parking, fire safety issues, pedestrian paths, elevation drawings and condominium bylaw drafts.

The DRB concluded the Sketch Plan Review hearing and adjourned the meeting at 9:13 pm.

Respectfully submitted,

Ruth V. Robbins
DRB/PC Assistant

DEVELOPMENT REVIEW BOARD

	12/19/2011
Peter Monte	date
	12/19/2011
Lenord Robinson	date
	12/19/2011
Chris Behn	date

	12/19/2011
Virginia Roth	date
	12/19/2011
Don Swain	date
	12-19-11
Tom Boyle	date

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