

TOWN OF WARREN
PO Box 337
WARREN, VT 05674
PHONE (802) 496-2709
FAX (802) 496-2418

SUBDIVISION / PRD / PUD WORKSHEET

Parcel #:	100001-100
Permit #:	2014-16-SD
Date Received:	
(To be completed by Town of Warren staff)	

Applicant: HARTSHORN ALAN & CONSTANCE
Address: 94 POWDERHOUND RD, WARREN, VT 05674
Phone: 802-496-2281

Landowner: SAME AS ABOVE
Address: _____
Phone: _____

Contact Person: PETER LAZORCHAK OF MCCAIN CONSULTING, INC.
Address: 93 SOUTH MAIN STREET, SUITE 1, WATERBURY, VT 05676
Phone: 802-244-5093

§6.2 (A) Application Requirements. The applicant shall submit to the Administrative Officer, at least 15 days prior to a regularly scheduled Development Review Board meeting, a subdivision application and associated fee. The application shall include, with the required fee, 1 original and 5 copies of a subdivision application, and 1 original and 5 copies of the proposed sketch plan that include the information for sketch plan applications specified in Table 6.2. Copies of the proposed sketch plan shall be 11" X 17" or smaller.

Brief description of the proposed development: The project involves the subdivision of the existing 79 acre lot into four lots. There will be two new residential lots (Lot 2 will contain 2.8+/- acres and Lot 3 will contain 1.8+/- acres). Lot 1 will contain 6.7+/- acres and the existing residence. Lot 4 will contain the balance of land (68+/- acres) and will remain undeveloped at this time. For the foreseeable future this balance of land will remain in the current use program and will be used for forestry.

§8.3 (1) and §8.4 (1) A statement setting forth the nature of all proposed modifications or changes of existing land use and development regulations and the standards and criteria which the applicant proposes for the development, including standards for the design, bulk and spacing of buildings and sizes of lots and open spaces.

The existing use of the land is residential and forestry. It consists of one existing single family home and forestry land in current use. The proposed subdivision will retain the existing single family home as Lot 1. The two proposed residential lots (2 & 3) will be placed alongside Powderhound Road & Huckleberry Lane. This will limit impacts and preserve the Current Use status of the woodland on proposed Lot 4, which will remain in this program for the foreseeable future.

Please respond to the following criteria and sub-criteria. Attach additional pages if the space provided below is insufficient. This worksheet is provided as a summary of subdivision and PRD/PUD criteria and sub-criteria to assist the applicant with the application process. The applicant should refer to the Subdivision and PRD/PUD Standards contained in the WARREN LAND USE & DEVELOPMENT REGULATIONS for clarification and complete language.

ARTICLE 7.

Section 7.2 General Standards.

(A) Character of the Land. Powderhound Road contains residential lots and the Hostel, Tevre. The addition of two new residential lots will retain the character of the area.

(B) Conformance with the Town Plan & Other Regulations. According to the 2010 Warren Town Plan, subdivision design should take into consideration natural resources, flood hazards, steep slopes, meadowlands, scenic knolls and ridgelines. As shown on the attached site plan, the new residential lots have been placed alongside Powderhound Road & Huckleberry Road. The large woodland to the west of the existing single family home will remain in Current Use for forestry for the foreseeable future.

(C) Compatibility with Existing Settlement Patterns.

(1) maintain and extend desired settlement patterns, including lot area and configuration, road layout, and building locations, for the neighborhood or district in which they are located: As shown on the attached site plan, the proposed subdivision conforms with the existing residential development on Powderhound Road.

(2) maintain contiguous tracts of open land, including conservation areas as defined under Section 7.4, with adjoining parcels: The woodland associated with proposed Lot 4 will continue to be used for forestry purposes under the Current Use program for the foreseeable future.

-
- (3) connect to, and extend where appropriate, existing road, path, utility and open space corridors: Lot 2 will use the existing driveway to Lot 1 with a short new driveway to reach the new home. Lot 3 will use an existing right of way off Huckleberry Lane.
-

- (4) within the Warren Village Historic Residential and Warren Village Commercial Districts, all proposed subdivisions shall conform to the standards set forth in Section 8.3 (E). This property is located in the Rural Residential District.
-

(D) Density & Lot Lay-out.

- (1) Lower densities of development may be required by the Board based on site limitations: The proposed subdivision honors site limitations by placing the two new lots closer to their respective roads, and using an existing driveway for accessing Lot 2.
- (2) Lot layout shall be appropriate for the intended use, and reflect the purpose of the district in which the lots are located: Lot layout conforms to the requirements in the Rural Residential District.
- (3) Corner lots shall have sufficient width to permit a front yard setback from each road: Front yard setbacks have been applied to the project.
- (4) Side lot lines shall be generally at right angles to straight roads, or radial to curved roads: Side yard boundaries are generally perpendicular to Powderhound Road & Huckleberry Lane.
- (5) Lots with irregular shapes (curves, jogs, dog-legs, etc.) shall not be created unless warranted by conditions of topography, the location of natural features, or existing roads: No irregular shaped lots were created as part of this subdivision. The Hartshorn's would like to retain ownership of the existing driveway. As such there is a 50 foot strip of land that is included in Lot 1 so that the driveway is located on their lot
- (6) Boundary adjustments involving one or more non-conforming lots may be permitted providing the boundary adjustment does not increase the degree of non-conformance: N/A
-

(E) Establishment of Building Envelopes. Building envelopes are shown on the Site Plan.

(F) Landscaping & Screening.

- (1) to provide an undisturbed, vegetated buffer between developed and undeveloped portions of a subdivision to protect water quality and/or other natural features in accordance with Section 7.3: The steep slope located behind the existing house on Lot 1 serves as a buffer between the residential use and the forestry use on the lot.

- (2) to provide for stormwater infiltration and management: Stormwater will be managed using sheetflow across vegetated terrain. The relatively gentle slopes and gravely soils around the new impervious surfaces will allow for infiltration of stormwater

- (3) to provide screening of development to increase privacy, reduce noise and glare, or to otherwise soften and/or lessen its visual impacts: Existing wooded area located on steeper slopes will provide screening of the new homes and will reduce visual impacts from Powderhound Road & Huckleberry Lane.

- (4) to establish and maintain street trees along public or private roads to create a canopy effect and/or maintain a pedestrian scale where the board deems appropriate: Trees will be maintained along Powderhound Road & Huckleberry Lane.

- (5) to preserve existing specimen trees, tree lines, hedgerows, and wooded areas of particular natural or aesthetic value to the site, or critical wildlife habitat: The woodland will remain in forestry use for the foreseeable future.

- (6) to establish buffers or barriers between incompatible land uses: N/A

(G) Energy Conservation.

- (1) building locations shall maximize solar access (e.g., through southern orientation): Building locations shall be designated to maximize passive solar.

- (2) landscaping shall be effectively incorporated to provide wind barriers and to reduce heat loss or gain as appropriate: House sites will be surrounded by wooded areas to reduce heat loss.

- (3) the siting of lots and buildings shall minimize the length of road and utility corridors required: The new lots were sited to have easy access to utilities and roads.

- (4) supporting infrastructure for alternative modes of transportation (e.g., interconnected bicycle and pedestrian paths, transit stops) will be incorporated into subdivision design as appropriate: N/A

(H) Disclosure of Subsequent Development Plans.

(1) Description of the proposed type and intensity of use, access, and schedule for the development of the remainder of the parcel: The two new homes will be constructed at the discretion of the new landowners.

(2) Master plan for the entire parcel: N/A

(3) Forest Reserve District (Table 2.1) pre-development site preparation: N/A

Section 7.3 Protection of Primary & Secondary Conservation Areas

(A) Design Process. None

(B) Primary Conservation Areas.

- (1) Building envelopes shall be located and configured to exclude these areas. No lot may be created within the Meadowland Overlay District which does not include a designated building envelope located outside of the overlay district.
 - (2) Lot lines, infrastructure and road, driveway and utility corridors shall be located to avoid the parcelization, fragmentation, isolation or destruction of primary conservation areas.
 - (3) Roads, driveways and utility corridors shall be shared where practical. Where sites include linear features such as existing roads, tree lines, stone walls, and/or fence lines, roads, driveways and utility corridors shall follow these to minimize the fragmentation of primary conservation areas, and associated visual impacts.
 - (4) Primary conservation areas are to be included as designated open space under Section 7.4. Management plans, conservation easements, limitations on further subdivision, or comparable site protection mechanisms may be required.
-
-

(C) Secondary Conservation Areas.

- (1) Building envelopes, to the extent feasible, shall be located to exclude secondary conservation areas. In the event that no other land is practical for development, building envelopes and subsequent development shall be designed to minimize encroachments into these areas, and/or any associated adverse impacts. Buffers, management plans, or other appropriate mitigation measures may be required to ensure the long-term conservation of these areas.
- (2) Lot lines, infrastructure, and road, driveway and utility corridors shall be located to avoid, to the extent feasible, the parcelization, fragmentation, isolation or destruction of secondary conservation areas.
- (3) Roads, driveways and utility corridors shall be shared to the extent feasible; and, where sites include linear features such as existing roads, tree lines, stone walls,

and/or fence lines, shall follow these to minimize the fragmentation of secondary conservation areas and associated visual impacts.

- (4) Secondary conservation areas are to be included as designated open space under Section 7.4; conservation easements, limitations on further subdivision, or comparable site protection mechanisms may be required.

Section 7.4 Open Space & Common Land

(A) Intent: The existing woodland will continue to be used for forestry purposes and will remain undeveloped for the foreseeable future.

(B) Preservation of Open Space.

- (1) Designated open space may include the portion of a single lot outside of the building envelope which is characterized by one or more of the above referenced features and/or may encompass the contiguous boundaries of the above referenced feature located on multiple lots.
- (2) The location, shape, size and character of the open space shall be suitable for its context and intended use. Open space that includes primary or secondary conservation areas shall be identified pursuant to the conservation subdivision design process described in Table 7.1. Planned residential and planned unit developments must also meet open space requirements under Section 8.5.
- (3) Provisions shall be made to enable open space designated for agriculture and forestry to be used for these purposes. Management plans for farm land, forests, wildlife habitat, shorelands and buffers may be required by the Development Review Board as appropriate to ensure their long-term protection and management.
- (4) Areas preserved for agricultural and forestry use should be of a size that retains their eligibility for available tax abatement programs.
- (5) Open space land shall be located so as to conform with and extend existing areas sharing similar characteristics or natural features and resources on adjacent parcels.
- (6) Sewage disposal areas and utility and road rights-of-way or easements, access and parking areas shall not be counted as open space areas, except where the applicant can prove, to the satisfaction of the Development Review Board, that they will in no way disrupt or detract from the values for which the open space is to be protected. Stormwater management practices or facilities that require, incorporate or establish open space areas may be counted as open space.

(C) Creation of Common Land: None

(D) Legal Requirements: N/A

Section 7.5 Stormwater Management & Erosion Control

(A) Temporary and permanent stormwater management and erosion control measures: Erosion control details on the site plans provide information on temporary and stormwater management. Moderate slopes around the two proposed house sites and driveways and the gravelly soils allow for infiltration of permanent stormwater by disconnection.

(B) Conformity to existing topography.

- (1) minimize lot frontage and setback distances, building envelope and footprint areas, in accordance with district standards and other applicable requirements.
- (2) minimize the length, width and paved area of roads, driveways and parking areas, in accordance with applicable road and parking standards.
- (3) minimize the impervious area connected directly to stormwater conveyance systems (e.g., by draining such areas over stable, vegetated pervious areas).
- (4) incorporate landscaped areas to absorb stormwater runoff from adjoining impervious surfaces (e.g., yard areas, filter strips, parking and cul-de-sac islands).
- (5) incorporate shared driveways and parking areas.
- (6) avoid or minimize the use of curbing and gutters.
- (7) maximize the use of pervious materials (e.g., for paths, spillover parking, residential driveways).
- (8) maintain natural vegetative cover and designated wetland, riparian and shoreland buffers.
- (9) use vegetated, open channels within road rights-of-way to convey and treat stormwater, where density, topography, soils, and slopes permit.
- (10) incorporate naturally occurring ponding and drainage areas.

All of the above measures have been considered during project development.

(C) Best management practices (BMPs).

- (1) minimize stormwater runoff.
- (2) maximize on-site infiltration.
- (3) encourage natural filtration functions.
- (4) incorporate and/or simulate natural drainage systems.
- (5) minimize the discharge of pollutants to ground and surface waters.

BMPs have been applied to the project.

(D) Post-development peak discharge rate control of stormwater runoff flows: _____

N/A

(E) Stormwater facilities: N/A

(F) On-site snow storage areas: N/A

(G) Effect on existing downstream drainage capacity and facilities: N/A

(H) Easements for all areas of flow or flooding on affected properties: N/A

(I) Protection of areas exposed during construction: Erosion control details on the site plans provide information for management during construction.

(J) Stormwater management and/or sedimentation and erosion control plans and associated analyses: Stormwater analysis and management will follow the current State of Vermont requirements.

Section 7.6 Community Services and Facilities

(A) Municipal Facilities and Services. The proposed addition of two new residential lots will not cause an undue burden on the Town of Warren.

(B) Fire Protection Facilities.

- (1) one 12' x 50' turnout for every 400 feet; and
- (2) a turn around area with a "Y" or "T" configuration or a cul-de-sac with an inside turn radius of not less than 30 feet.

One 12' x 50' fire protection turnout will be constructed as shown on the site plan.

(C) Parks & Playgrounds. None proposed.

Section 7.7 Roads & Pedestrian Access

(A) Applicability of Road Standards. N/A

(B) Road Design.

- (1) Rights-of-way for all roads shall be a minimum of 50 feet in width.
- (2) To ensure adequate safety and service, the width of travel lanes and shoulders shall be based on average daily traffic (ADT) and design (anticipated posted) speed (MPH) and design standards for rural roads are included in Table 7.2. The standards set forth included in Table 7.2 shall be considered the maximum standards, although the Board may modify such standards in situations in which such modifications are warranted to ensure pedestrian and vehicular safety; and when the strict

application of the standards would adversely impact the scenic character and/or natural resources or features located on the site.

- (3) Lower design and posted speeds may be considered to avoid and/or minimize impacts to historic, architectural, scenic, natural or other resources; to avoid excess costs of construction; or to better comply with the Town Plan.
- (4) Wider travel lanes and/or shoulders may be required as appropriate to road function (i.e., for on-street parking, collector and arterial roads), or to safely accommodate shared use by bicycles.
- (5) Permanent dead end roads and cul-de sacs shall be discouraged unless deemed necessary by the Board due to physical site limitations or safety considerations. No dead end road shall be permitted without a suitable turn around at its terminus. "T" or "Y" configurations suitable to topography are preferred, but a cul-de-sac with a radius of not less than 30 feet may also be considered as appropriate.
- (6) Roads shall logically relate to topography to minimize site disturbance, including the amount of cut and fill required, and to produce usable lots, reasonable grades and safe intersections in relation to the proposed use of the land to be served by such roads. Road grades should be consistent with local terrain. Maximum road grade shall not, for any 50 feet section, exceed an average grade of 12%.
- (7) Roads shall, to the extent feasible be designed and laid out to:
 - a. to avoid adverse impacts to natural, historic, cultural and scenic resources;
 - b. to be consistent with existing road patterns in village and other settlement areas;
 - c. to maximize connectivity within the subdivision and to adjoining parcels and road networks;
 - d. to follow existing linear features, such as utility corridors, tree lines, hedgerows and fence lines,
 - e. to avoid fragmentation of meadow land and other designated conservation areas under Section 7.3.
- (8) Techniques for the preservation of scenic road corridors and streetscapes should be employed for the construction and maintenance of roads within designated scenic or village areas, including but not limited to the selection of visually compatible materials, the preservation of existing features, and the management of vegetation within the road corridor.

Portions of the existing driveway exceed the grade limitation, but the roadway is stable. As the existing driveway will only be serving one additional house it will still be considered a driveway. The Warren Fire Department has indicated that they can serve up to two additional houses using the existing driveway. Due to the amount of earthwork that would be required to mitigate the steep portion of the driveway and potential stormwater and groundwater implications this application proposes that the current driveway be utilized to serve Lot 1 (existing house) and Lot 3 (one new residential house)

(C) Road Construction Standards. N/A

(D) Intersections.

(1) Minimum corner and sight stopping distances are provided in relation to design speed, although the design speed and road type, in accordance with the standards set forth in the Vermont Agency of Transportation's Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roads

and Streets, dated October 1997, or as most recently amended. Minimum stopping and corner sight distances of rural local roads are provided in Table 7.3.

- (2) It is directly opposite an existing road or driveway to form a four-way intersection wherever feasible. Intersections creating centerline offsets of less than 125 feet shall not be permitted, except for driveways serving single and two-family dwellings, which shall have a centerline offset of at least 75 feet.
- (3) It intersects the existing road at an angle that is as close to 90 degrees as possible.
- (4) The intersection grade does not exceed 3% for a distance of 35 feet from the edge of the travel lane.
- (5) No structure or planting is situated to impair corner visibility.

The existing intersection will be utilized for the new house on Lot 2. Since Huckleberry Lane is a private road there will not be a new intersection onto a town road for Lot 3.

(E) Drainage & Stormwater. The proposed driveway for lot 3 will incorporate grass lined swales to manage stormwater. An 18" culvert will be installed at the curb cut with Huckleberry lane.

(F) Coordination with Adjoining Properties. The existing driveway will be used to provide access to Lot 2, and ROW off Huckleberry Lane will be used for access to Lot 3.

(G) Access Permits. Access from Powderhound Road will be provided via an existing private driveway, with an individual driveway for Lot 2. Access from Huckleberry Lane will be provided via a ROW for an individual driveway to Lot 3.

(H) Access Management.

- (1) Shared driveways and/or internal development roads providing access to multiple lots are encouraged and may be required to limit the number of access points onto public highways in accordance with Section 3.1.
- (2) If a subdivision has frontage on primary and secondary roads, access shall be from the secondary road unless the Board determines that topographic or traffic safety conditions make such an access impracticable.
- (3) Where extensions of new roads could provide future access to adjoining parcels, a right-of-way shall be provided.
- (4) The creation of reserved strips shall not be permitted adjacent to a proposed road in such a manner as to deny access from adjacent property to such road.

Access to Lot 2 will be from a private driveway off of Powderhound Road. Access to Lot 3 will be from a ROW off of Huckleberry Lane.

(I) Traffic & Road Capacity.

- (1) Where an existing access road is inadequate or unsafe, the Development Review Board may require the subdivider to upgrade the access road to the extent necessary to serve additional traffic resulting from the subdivision and to conform to these standards.

- (2) In situations where a development may require the realignment, widening or an increase in the capacity of an existing road, or where the Town Plan or capital program indicates that such improvements may be required in the future, the subdivider may be required to reserve land for such improvements.
- (3) In the case of subdivisions requiring construction of new roads, any existing road that provides either frontage to new lots or access to new roads shall meet these standards.
- (4) Where a subdivision requires expenditures by the Town to improve existing road(s) to conform to these standards, the Development Review Board may disapprove such subdivision until the Select Board certifies that funds for the improvements have been ensured. The subdivider may be required to contribute to any or all of the expenses involved with road improvements necessitated by the project.

The Warren Fire Department has determined that it can serve up to two new houses utilizing the existing driveway Powderhound Road is does not need any upgrades to serve two additional houses.

(J) Road Names & Signs. None proposed.

(K) Driveways.

- (1) Driveways should be laid out to follow existing linear features, such as utility corridors, tree lines, hedgerows and fence lines; to avoid the fragmentation of meadow land and other designated conservation areas under Section 7.3, and to avoid adverse impacts to natural, cultural and scenic features.
- (2) The use of common or shared driveways is encouraged and may be required in order to minimize the number of access points in accordance with Subsection (H).

The use of the existing driveway for a shared access on Lot 2 and ROW off Huckleberry Lane for Lot 3 will not increase the number of access points from Powderhound Road.

(L) Modification of Road Standards. N/A

(M) Parking & Transit Stops. None proposed.

(N) Pedestrian Access.

- (1) The Board may require, in order to facilitate pedestrian access from a subdivision to schools, parks, playgrounds, or other nearby roads, perpetual unobstructed easements at least 20 feet in width. Easements shall be indicated on the plat.
- (2) Unless specifically waived by the Board, sidewalks shall be required along internal streets of major subdivisions, major arteries within or bordering the subdivision, and to connect to existing sidewalks on adjoining properties.

N/A

(O) Legal Requirements.

- (1) Every subdivision plat shall show all proposed road and pedestrian rights-of-way, as required under these regulations, regardless of whether the proposed right-of-way is intended to be accepted by the Town. In the event that the right-of-way is not intended for acceptance by the Town, the mechanism by which the right-of-way is to be maintained, owned and/or conveyed shall be clearly documented.
- (2) Documentation and assurance shall be provided that all proposed roads and rights-of-way will be adequately maintained either by the subdivider, a homeowners' association or through other legal mechanisms. Such documentation shall be in a form approved by the Board and filed in the Warren Land Records.

Legal documentation regarding shared infrastructure and right-of-ways will be developed.

Section 7.8 Water Supply & Wastewater Disposal

(A) Water Supply. Private on-site wells.

(B) Wastewater Disposal Capacity. Capacity is required for two new single family residences each with a one bedroom mother-in-law apartment.

(C) Individual Systems. Individual septic systems will be constructed on the new lots.

(D) Connection to Existing System. N/A

(E) Community Systems. N/A

(F) Waivers. N/A

Section 7.9 Utilities

(A) Location.

- (1) All utility systems, which may include but not be limited to electric, gas, telephone, fiber optics, and television cable, shall be located underground throughout the subdivision, unless deemed unreasonable and prohibitively expensive by the Development Review Board.

- (2) The subdivider shall coordinate subdivision design with the utility companies to insure adequate and suitable areas for under or above ground installation, both for the proposed subdivision, and areas adjacent to the subdivision.
- (3) Utility corridors shall be shared with other utility and/or transportation corridors where feasible, and be located to minimize site disturbance, the fragmentation of meadowland and other designated conservation areas under Section 7.3, and any adverse impacts to natural, cultural or scenic resources, and to public health.

The existing driveway with utilities will be used to provide utility service for Lot 2.
 Existing utilities along Huckleberry Lane will be used to provide service for Lot 3.

(B) Easements. _____

Section 7.10 Signs

(A) Signs. None proposed.

ARTICLE 8.

Section 8.3 – Planned Residential Developments (PRDs)

(C) General Standards.

(1) Overall density of the project: N/A

(2) Effective and unified treatment; preservation of primary and secondary conservation areas: _____

(3) Concentration or intensity of residential development: _____

(4) Consistency with the Warren Town Plan and subdivision standards: _____

(5) PRDs located in the Forest Reserve District: _____

(6) PRDs located within the Rural Residential District: _____

(7) PRDs located within the Warren Village Historic Residential District: _____

(D) Rural Hamlet Standards.

(1) Crossroad Hamlet: _____

(2) Farmstead Cluster: _____

(E) Warren Village Standards.

(1) Building envelopes: _____

(2) Roads and driveways: _____

(3) Provision for open space and common areas: _____

Section 8.4 Planned Unit Developments (PUDs)

(C) General Standards.

(1) Overall density of the project: N/A

(2) Effective and unified treatment; provision for preservation of primary and secondary conservation areas: _____

(3) Concentration or intensity of development, and open space: _____

(4) Creation of separate building lots and ownership delineation: _____

(5) Consistent the Warren Town Plan and all applicable subdivision standards: _____

(6) Vehicular and pedestrian integration with adjacent uses and parcels: _____

(7) Landscaping: _____

(8) Protection and utilization of renewable energy resources: _____

(C)(9) & (D) Lincoln Peak/Sugarbush Village Growth Center Standards.

- (1) PUDs shall reinforce a compact development pattern characterized by:
- a. pedestrian scale and orientation.
 - b. functional and visual integration with neighboring properties.
 - c. a mix of uses.
 - d. well defined streetscapes and an interconnected network of streets.
 - e. the integration of private and public space.

- f. sidewalks and pathways to facilitate pedestrian circulation.
- g. an attractive, well defined northern gateway to the Green Mountain National Forest.

N/A

(2) The PUD shall be designed to establish well defined streetscapes, characterized by an interconnected network of streets bounded by a combination of sidewalks, street trees and consistent building setbacks, as opposed to large-scale buildings surrounded by expansive parking areas.

(3) Provision shall be made for year-round pedestrian circulation within the site, and for pedestrian access to adjacent properties. Pedestrian circulation should include a network of pathways and sidewalks connecting existing land uses in and adjacent to the area, ski facilities and associated amenities, and proposed development.

(4) Buildings, roads, pedestrian facilities and open space shall be configured to reinforce the visual and functional integration of existing development, particularly within Sugarbush Village, with new development in and around the base of the ski area. Service areas, maintenance facilities and associated features that are closed to the public shall not be oriented toward existing commercial or residential structures unless facing similar features; roads and pedestrian facilities shall be designed to connect adjacent properties with the ski area.

(5) Buildings shall front towards and relate to streets, entrance drives and public spaces (e.g. greens, parks, plazas), both functionally and visually, and not be oriented toward parking lots. Buildings shall reflect a diversity of building scale and massing. Excessively large, monolithic buildings shall be avoided, or the scale and massing reduced through varied roof lines and interruption to the building elevation (facades) to create attached, but separate, masses.

(6) Buildings shall be clustered and integrated within a compact village pattern, present a well-defined edge between the built environment and surrounding open space, and visually enhance village entrances. Landscaping and screening should include a mix of deciduous and coniferous vegetation, should emphasize native species to the extent possible, and shall

be designed to maintain a forested gateway adjacent to the Sugarbush Access Road in the vicinity of the eastern entrance into the Sugarbush Village Commercial (SVC) District.

(7) In instances in which an applicant proposes development of a portion of a larger parcel, or development of a parcel contiguous to another parcel(s) in common or affiliated ownership, a general indication of the intended use of the remaining (undeveloped) portion of the land shall be submitted in accordance with Section 7.2 (I). At a minimum, such indication shall include the information described in subsections 7.2 (H)(1) and (2).

Section 8.5 Open Space & Common Land Standards for PRDs & PUDs

(A) PRDs shall make adequate provision for the protection of open space and common land in accordance with the standards set forth in Section 7.4, and the following provisions. The location, shape, size, and character of the designated open space and common land shall be suitable for the development, considering its size, density, topography, and the number and type of units proposed. In designating open space and/or common land, applicants and the Development Review Board shall consider the site features identified in Table 8.1 in determining the appropriate features to designate as either open space or common land for the relevant zoning district(s).

Table 6.1 Subdivision Review At A Glance

Sketch Plan [all subdivisions]:	
1. Submission of sketch plan	Applicant; at least 15 days prior to a regularly scheduled Development Review Board meeting
2. Development Review Board meeting	Applicant attendance required
3. Classification of subdivision as minor or major; written sketch plan approval	Development Review Board; within 30 days of determining that the sketch plan is complete
Minor Subdivision [residential < 6 lots]:	
1. Submission of final subdivision plan, including any waiver requests, proposed plat and supporting documentation	Applicant; within 6 months of the date of sketch plan approval
2. Development Review Board public hearing	Development Review Board; within 30 days of receipt of the final subdivision plan
3. Subdivision/plat approval	Development Review Board; within 45 days of the hearing adjournment date
4. Final plat recording in the town records	Applicant; within 90 days of the date of subdivision approval
5. Submission of as-built drawings	Applicant; upon completion
Major Subdivision [other than minor]:	
1. Submission of preliminary subdivision plan including any waiver requests, supporting documentation	Applicant; within 6 months of the date of sketch plan approval
2. Development Review Board public hearing	Development Review Board; within 30 days of receipt of the preliminary subdivision plan
3. Preliminary subdivision/plat approval	Development Review Board; within 45 days of the hearing adjournment date
4. Submission of final subdivision plan, including supporting documentation	Applicant; within 6 months of the date of preliminary plan approval
5. Final Development Review Board public hearing	Development Review Board; within 30 days of receipt of the final subdivision plan
6. Final subdivision/plat approval	Development Review Board; within 45 days of the hearing adjournment date.
7. Final plat recording	Applicant; within 90 days of the date of final subdivision and plat approval
8. Submission of as-built drawings	Applicant; upon completion

Table 6.2 Subdivision Application Requirements

(A) Application Information	Sketch Plan	Preliminary Plan	Final Plan
Application Form [number of copies]	1 original & 5 copies	1 original & 5 copies	1 original & 5 copies
Application Fee	Y	Y	Y
Name of project, if any	Y	Y	Y
Name, address of applicant (landowner and/or subdivider)	Y	Y	Y
Written description of proposed development plans, including number and size of lots; general timing of development	Y	Y	Y
Waiver request, in writing [optional]	Y	Y	
Names, addresses of all adjoining property owners*	Y		
Evidence of written notification to adjoining owners of intent to subdivide; to include copies of any waiver request*	Y		
(B) Plan/Plat Mapping Requirements	Sketch	Draft Plat	Final Plat
Materials	Paper	Paper	Mylar
Date	Y	Y	Y
Preparer Information, Certifications	Y	Y	Y
Scale (minimum 1 inch = 200 feet)	Y	Y	Y
North Arrow, Legend	Y	Y	Y
Project boundaries and property lines	Drawn	Drawn	Surveyed
Existing and proposed lot lines, dimensions	Drawn	Drawn	Surveyed
Adjoining land uses, roads and drainage	Y	Y	Y
Zoning district designations and boundaries	Y	Y	Y
Location of all Primary Conservation Resources, to include wetlands, flood hazard area, slopes with a gradient of 25% or greater; designated Meadowland; and surface waters and associated buffer areas.	Y	Y	Y
Location of all Secondary Conservation Resources, to include critical wildlife habitat; slopes between 15% and 25%; scenic features identified in the Town Plan; historic sites and features, including stone walls; and prominent knolls and ridgelines.	Y	Y	Y
Existing and proposed elevations, contour lines*		5' interval	5' interval
Existing and proposed roads, paths, parking areas, associated rights-of-way or easements	Drawn	Surveyed	Surveyed
Proposed building envelopes	Y	Y	Y

Proposed utilities, water and wastewater systems and associated rights-of-way or easements*	Y	Y	Y
---	---	---	---

Table 6:2 Subdivision Application Requirements (cont.)

(B) Plan/Plat Mapping Requirements (continued)	Sketch	Draft Plat	Final Plat
Road profiles; road, intersection and parking area geometry and construction schematics*		Y	Y
Proposed landscaping and screening*		Y	Y
Proposed conservation buffer and/or easement areas*		Y	Y
Monument locations*			Y
(C) Supporting Information & Documentation	Sketch Plan	Preliminary Plan	Final Plan
Site location map showing proposed subdivision in relation to major roads, drainage ways, and adjoining properties	Y	Y	Y
Statement of compliance with the Town Plan and applicable local regulations	Y	Y	Y
Engineering reports (water and wastewater systems)		Y	Y
Existing and proposed traffic generation rates, volumes*		Estimated	Documented
Off-site easements (e.g., for water, wastewater, access)*	Description	Draft	Final
Proposed phasing schedule*	Description	Draft	Final
Proposed covenants and/or deed restrictions*	Description	Draft	Final
Proposed homeowner or tenant association or agreements*	Description	Draft	Final
Proposed performance bond or surety*		Description	Final
(D) As may be required by the Development Review Board			
Stormwater and erosion control plan			
Grading plan (showing proposed areas of cut and fill)			
Open space management plan			
Site reclamation plan (for subdivisions involving extraction)			
Traffic impact analysis (current and proposed traffic volumes, capacities, levels of service, proposed improvements)			
Fiscal impact analysis (analysis of fiscal costs and benefits to the Town)			
Environmental impact assessment (analysis of potential environmental impacts, proposed mitigation measures)			
Other		As required under sketch plan approval	As required under sketch plan or preliminary approval

* Upon written request may be waived by the Development Review Board.

Table 7.1 Subdivision Design Process to protect Conservation Areas

To be followed in order:

Step 1. Identify Conservation Areas. The subdivider shall delineate the boundaries of all primary and secondary conservation areas defined in Section 7.3. Based on the delineation of these features, goals and policies set forth in the Warren Town Plan, and any guidance provided by the Development Review Board during sketch plan review, a conservation plan shall be developed to ensure the preservation of these features to the fullest extent feasible. The plan shall clearly define the location and area of designated conservation areas and the method of protection in accordance with Section 7.4.

Step 2. Identify Potential Development Areas. Potential development areas should be identified to exclude designated conservation areas. Development areas shall be selected to avoid any adverse impact to primary conservation areas, and to minimize to the extent feasible, adverse impacts to secondary conservation areas. Maximum development density shall be determined based on the density requirements for the zoning district in which the subdivision is located. Subdividers should refer to planned residential or planned unit development provisions under Article 8 to allow for increased densities of development outside of designated conservation areas.

Step 3. Identify Building Sites & Envelopes. Building footprints for principal structures, and building envelopes (to include the area for accessory structures and/or parking), shall be identified and laid out in accordance with Sections 7.2 and 7.3, and any other applicable requirements of these regulations.

Step 4. Layout Roads, Driveways & Utilities. Roads, driveways, and utilities shall be laid out in accordance with Section 7.3 and other applicable requirements of these regulations.

Step 5. Identify Proposed Lot Boundaries. Lot boundary lines shall be laid out to avoid the fragmentation of designated conservation areas, and to encompass building sites and envelopes, in accordance with Section 7.3 and any other applicable requirements of these regulations.

**Table 7.2
Lane and Shoulder Widths for Rural Roads**

Design Volume (ADT)	0-25	25-50	50-100	100-400	400-1500	1500-2000	2000+
Design Speed (mph)	Width of Lane/Shoulder (ft)						
25	7/0	8/0	9/0	9/2	9/2	10/3	11/3
30	7/0	8/0	9/0	9/2	9/2	10/3	11/3
35	7/0	8/0	9/0	9/2	9/2	10/3	11/3
40	7/0	8/0	9/2	9/2	9/2	10/3	11/3
45	---	---	9/2	9/2	9/2	10/3	11/3
50	---	---	9/2	9/2	10/2	10/3	11/3

Source: Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roads and Streets, October 1997.

**Table 7.3
Minimum Stopping & Corner Site Distances for Rural Roads**

Design Speed (mph)	Stopping Sight Distance (ft) ^a	Corner Site Distance (ft) ^b
25	150	275
30	200	330
35	225	385
40	275	440
45	325	495
50	400	605

^a Wet pavement; ^b Corner site distance is measured from a point on the intersecting road or driveway, at least 15 feet from the edge of the traveled way on the main road.

Source: Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roads and Streets, October 1997.

Table 8.1
Open Space and Common Land Guidelines for PRDs and PUDs

Type of Feature	Appropriate Protection Measure	Appropriate District(s)
(1) Primary Conservation Areas (as defined in Article 7)	Open Space	FR, RR, VR, WVR, SVR, SVC, BMC
(2) Secondary Conservation Areas (as defined in Article 7)	Open Space	FR, RR, VR, WVR, SVR, SVC, BMC
(3) Common areas (greens, playgrounds, parks)	Common Land	RR, WVR, SVC
(4) Existing or potential trail corridors, including preservation of established trail networks such as the Catamount Trail	Open Space or Common Land	FR, RR, VR, WVR, BMC
(5) Pathways (paved & unpaved), sidewalks.	Common Land	VR, WVR, SVR, SVC
(6) Critical wildlife habitat, including deeryards, core bear habitat and identified wildlife travel corridors;	Open Space	FR, RR, VR
(7) Upland forest, especially large tracts of forest contiguous to other large, undeveloped forest land	Open Space	FR, RR, VR, SVR
(8) Gateways; areas defining contrast between compact village/hamlet and surrounding countryside	Open Space	RR, WVR, SVR, SVC
(9) Community facilities (e.g. water supply, septic systems, community buildings, transit shelters).	Common land	RR, VR, WVR, SVC, SVR, BMC

LEGEND

- △ TP-1 Traverse point
- SB-1 Test pit
- PT-1 Percolation test
- Existing spring
- Proposed well
- Iron pipe found
- AF Angled iron found
- X --- Barbed wire fence
- O --- Culvert
- 100 --- 10' contours
- 2 --- 2' contours
- P --- Property line
- D --- Ditch/drainage swale
- S --- Stream
- Z --- Zoning boundary
- SF --- Silt fence
- B --- Building envelope
- C --- Cross channel

ASSUMED WATER LINE LOCATION
WATER EASEMENT TO BE CENTERED
ON ACTUAL WATER LINE

LOT 4
68.0± ACRES
(BALANCE OF LAND)

EXISTING SPRING
SERVING LOT 1

EXISTING
BUILDING

EXISTING
HOUSE

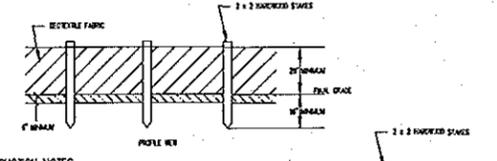
EXISTING
BRIDGE

EXISTING
WOODS ROAD

EXISTING
HOUSE

EXISTING
BRIDGE

EXISTING
HOUSE



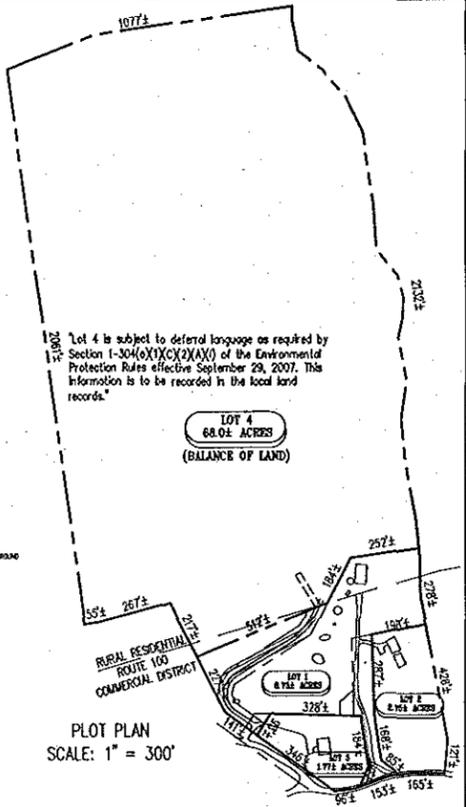
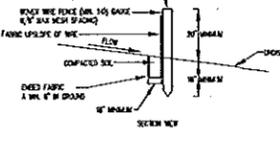
CONSTRUCTION NOTES

1. USE PNEUMATIC
2. EXPOSED SHALL BE ON FRONT SIDE OF FENCE
3. SCALE OF STAKE SHALL BE 1/2"
4. SCALE OF STAKE SHALL BE 1/2"
5. BUT THE FENCE SHALL BE 1/2"

MAINTENANCE

1. REMOVE ALL DEBRIS PERIODICALLY FOR PROPER
2. REMOVE ALL DEBRIS PERIODICALLY FOR PROPER

**EROSION CONTROL NUMBER 4
SILT FENCE DETAIL
(NOT TO SCALE)**



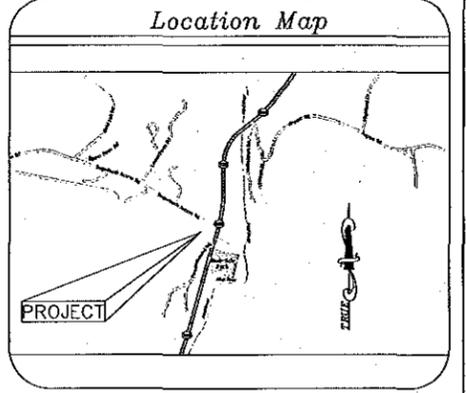
Lot 4 is subject to deferral language as required by Section 1-304(a)(1)(C)(2)(A)(i) of the Environmental Protection Rules effective September 29, 2007. This information is to be recorded in the local land records.

LOT 4
68.0± ACRES
(BALANCE OF LAND)

PLOT PLAN
SCALE: 1" = 300'

Setbacks:
The following are general setback distances that must be met unless otherwise authorized by the permitting authority and/or the consultant. This list does not necessarily include all required setback distances and the listed setback distances may not apply to all sites.

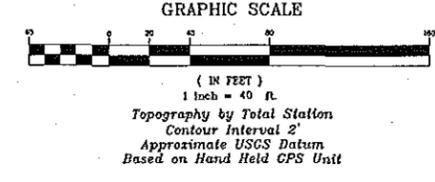
ITEM	LEACHFIELD	SEPTIC TANK	SEWER
DRILLED WELL	SEE PLAN	50	50
SPRING	SEE PLAN	75	75
LAKES, PONDS, IMPOUNDMENTS	50	25	25
RIVERS, STREAMS	50	25	10
PROPERTY LINE	25	10	10
ROADWAY, DRIVEWAY, PARKING LOTS	10	5	SEE PLAN
TREES	10	10	10
SERVICE WATER LINE	25	25	SEE PLAN



ZONING INFORMATION

DISTRICT:	ROUTE 100 COMMERCIAL DISTRICT
MIN LOT SIZE:	30,000 SQ. FT.
MIN. FRONT SETBACK:	25'
MIN. SIDE SETBACK:	25'
MIN. REAR SETBACK:	15'

DISTRICT:	RURAL RESIDENTIAL DISTRICT
MIN LOT SIZE:	1 ACRE
MIN. FRONT SETBACK:	40'
MIN. SIDE SETBACK:	25'
MIN. REAR SETBACK:	25'



THE CONTRACTOR SHALL REVIEW ALL CONSTRUCTION ACTIVITIES, COMPONENT LOCATIONS, SPECIFICATIONS, AND DETAILS PRIOR TO COMMENCEMENT OF SITE WORK AND SHALL NOTIFY MCCAIN CONSULTING OF ANY ISSUES OR DISCREPANCIES THAT ARISE FROM THAT REVIEW.
THIS IS NOT A SURVEY. THIS PLAN DOES NOT MEET THE REQUIREMENTS OF 27 VSA SEC. 1403 FOR THE FILING OF SURVEY PLATS.

PRELIMINARY
NOT FOR CONSTRUCTION

ENGINEER:
PETER C. LAZORCHAK, P.E.
VT P.E. 8930

SITE PLAN
ALAN & CONSTANCE HARTSHORN
FOUR LOT SUBDIVISION
POWDERHOUND ROAD WARREN, VT

SCALE: 1" = 40'
DESIGNED BY: PCL PROJECT #34016
DRAWN BY: WDB
CHECKED BY: PCL

MCCAIN CONSULTING, INC.
93 SOUTH MAIN STREET
WATERBURY, VERMONT 05676

DATE: AUGUST 13, 2014 SHEET 1 OF 2