

SUMMARY OF DEVELOPMENT FEATURES

General Features

Buildings

- Generally buildings near Barre Street are envisioned as having the potential for mixed use with primarily residential uses up slope. This may include some neighborhood commercial at street level, offices at the second floor level and residential on the second and third floor levels.
- Buildings heights are envisioned as predominantly 3 stories near Barre Street but lowering to 2 or 1.5 near the top of the hill. Heights will vary along Barre Street so that there does not appear to be an overwhelming “wall” of buildings.
- A variety of building shapes, sizes, and setbacks from the street are portrayed to avoid the monotony of tract-like homes. Roof shapes and other features can also add variety.
- The buildings need some unifying features however. This would be accomplished by their orientation to streets (parallel or perpendicular); orientation to slopes; and the generally compatible scale of buildings which related to nearby buildings along Barre Street, in surrounding residential neighborhoods and to Vermont College. Other unifying elements can be considered.
- Buildings would generally be facing south or southwest giving them good solar exposure. I chose not to slavishly have them all oriented exactly the same way to provide a more natural variety that is found typically in residential neighborhoods.
- Due to the slopes some buildings may need to be built into the slope with entries from below on the first floor and entry from above at the second floor level.
- Actual building densities may end up being somewhat lower than shown since slopes may require more room for the grading of roads and parking areas. To some extent this can be overcome with the use of retaining walls and terracing.

Roadways and Parking

- Roads have been located to take advantage of the more modest slopes. No roads would exceed 15% but short stretches would be likely to exceed 10%.
- Streets are shown at a 20' width. They could be reduced by having some streets as one way.
- Parking areas are located along roads in order to minimize the building of additional roads within parking areas.
- Parking lot areas are located on the more moderate slopes.
- Perpendicular parking is generally shown along with some parallel parking along streets in some options.

- Parking does not always meet zoning code requirements but there would be at a minimum 1 parking space/unit and generally more. Parking space numbers are noted on each plan alternative. Other options exist to increase parking if necessary.
- In one alternative a portion of the dead end road would extend beyond the 1800 foot maximum.

Pedestrian and Trail Networks

- All options are designed to provide a pedestrian friendly network of sidewalks and trails.
- In options where the recreation path (Cross Vermont Trail) is shown integrated into the development, a walking only rule may need to be enforced within the central areas.
- Links are provided to the park (open space portions) of the property for both people living there and for visitors.
- Some alternatives include common plazas and greens which would also be part of the pedestrian network.

Park Access and Recreation Networks

- Two different options are shown for “park” and recreation path public entry areas and parking. One is in the southwest portion of the property (west of Blanchard Brook) and the other is from the central developed area (referred to as the South Slope). Both would incorporate about 7 parking spaces that would be shared with adjacent uses.
- Additional parking is shown for the Cross Vermont Trail where it intersects with Old Country Club Road.
- The Cross Vermont Trail is shown in some options as integrated into the development and in others running as a bike lane along Barre Street on one or both sides.
- Biking trails are not shown in the park itself.

Interior Open Space/Greens and Storm Water Retention

- In addition to a large amount of open space that would be protected with all development options, additional green space is integrated into the development itself. This takes the form of formal greens and open space “fingers” that would provide areas where storm water can be directed and allowed to percolate slowly into the soil.
- Greens are generally located where slopes are slightly steeper (areas between 15% and 20%).
- Water absorption would be enhanced with extensive plantings that would help slow runoff.
- Green roofs and permeable pavers would assist as well and may be critical giving the slopes and proposed densities.
- Plantings would also provide summer shade and help to screen or soften views of development from the park and other off-site views.

- Green spaces are also designed to allow views into the site from Barre Street and to provide a sense that the park and development are interwoven, rather than there being a hard edge.
- Slopes greater than 15% should be re-vegetated, further reducing runoff on the site.

Blanchard Brook

- A minimum 100-foot buffer (50' on each side) is shown along the Brook.
- In some options the Brook is opened up to run above ground up to Barre Street. In these options a bridge is shown crossing the brook to connect the Southwest and South Slope portions of the development.
- One option shows the potential of a small dam with the idea that this could provide a potential small hydro project for power production within the property.

Specific Features

The following describes the specific sketch options.

“**Southwest**” refers to development west of Blanchard Brook. “**South Slope**” refers to development east of the Brook and along the south facing slope below the high promontory and upper meadow areas. The maximum development option looks at potential development in the “upper interior areas.” These consist of a few upper elevation areas where there are no distant views. They include some portions south of the upper road, and two areas north of the road on either side of the ledgy ridge. No options would develop any areas with distant views, within the Hemlock stand or other existing wooded areas (these are generally too steep or ledgy).

Most of the specific features can be mixed and matched in other alternatives.

• Minimal Development

Option A

This option shows several larger buildings near Barre Street with another tier of smaller domestically scaled residential uses above.

	# Units	# Parking Spaces	Bldg. Footprint
Southwest	21-26	44-47	11,400
South Slope	67-71	75	38,050
Totals	88-97	115-122	49,450

Option B

This is a slightly higher density option but is generally within the area shown on the zoning map as High Density Residential (HDR) and Medium Density Residential (MDR).

	# Units	# Parking Spaces	Bldg. Footprint
Southwest	16	34	7,200
South Slope	89	95	67,225
Totals	105	129	74,425

- **Moderate Development**

These options can be linked with the Maximum Density option to add additional units, but can also be considered options that could be used alone.

Option C

Development along the upper slopes is focused to the east near the woods edge. A public park entry area is shown within the main development area east of Blanchard Brook. The Cross Vermont Trail is located as a bike lane along Barre Street.

	# Units	# Parking Spaces	Bldg. Footprint
Southwest	38	45	16,800
South Slope	147	145	107,900
Totals	185	190	124,700

Permeable Surface Area: 262,700 SF (6 acres)

Roadway: 3,000 LF (60,000 SF)
Parking: 38,000 SF
Sidewalk/Bike Path: 40,000 SF

Option D

This option shows a single central road with loops and/or separate parking areas. Parking in lots is supplemented with on-street parallel parking. There is a central green and other open areas for water filtration. Blanchard Brook is opened up and extends to Barre Street. The recreation path runs through the developed area and is linked to the Southwest portion of the property by a small bridge over the Brook. There is a small dam which would be used for generating hydroelectric power.

	# Units	# Parking Spaces	Bldg. Footprint
Southwest	42	89	19,900
South Slope	179	200	91,400
Totals	221	289	111,300

Option E

One tier of development is focused along Barre Street with a second area of more concentrated development within the central and flatter portions of the South Slope area. The steeper slopes (15%) between Barre Street and this central field are left as an open green with the recreation path (Cross Vermont Trail) passing through. The central developed area is a dense maze of buildings in an arrangement that is like a medieval city with narrow passages opening onto a central open plaza. A road and parking areas

surround the central “village” in a ring road. Development on the upper slopes is more modest with a few single family and duplex units (probably the high rent district). This option does not show development in the Southwest.

	# Units	# Parking Spaces	Bldg. Footprint
Southwest	(Potential 44)	(potential 48)	(potential 16,800)
South Slope	123	153-161	67,800
Totals	167	201-209	84,600

Permeable Surface Area (not including southwest): 137,000 SF (3 acres)

Roadway: 1850 LF (37,000 SF, 1.5 acres)

Parking: 32,200 SF (.7 acre)

Sidewalk/Bike Path: 40,000 SF (.9 acre)

Building Footprint: 67,800 (1.5 acres)

• **Maximum Development**

This option showing development in some upper areas would be added on to the options illustrated above under Moderate Development. This option limits development to a few upper areas from which there are no distant views but which nevertheless have moderate slopes and limited ledge or other resource values. The existing trail areas and the Hemlock stand would remain undisturbed. Development is very dense, but units illustrated are a domestic scale with a maximum of 2 storey height. Although the total number of units does not quite reach 388, there would be a number of ways these numbers could be adjusted upwards. The dead end roadway would extend approximately 200 feet further than the 1800 feet allowed in the zoning ordinance. Parking spaces are not shown but are assumed to be incorporated into driveways and/or carports. Orientation of buildings is generally to the south to retain both solar access and a sense of overall visual harmony.

	# Units	# Parking Spaces	Bldg. Footprint
Single Family Units	83	NA	99,600
Duplex Units	166	NA	99,600
Potential Additional Development	213	NA	See other options
Totals	379	NA	