

DRB Minutes: 02/19/2020

Members Present: Jay Gonyaw, John, Agathe, Denise, Dan

Others present:

Tracy Zschau – Vermont Land Trust
Benjamin Heath, P.E. – Hamlin Consulting Engineers, Inc
Brian Lane Varinas– Dewolf Engineering
Pam Ladd
Katherine Hitchcock
Richard Pope
Amy Curtis
John Monette
Bill Stenger
Ed Barber
Paul Monette
Karen Geraghty

John called meeting to order and reads the public hearing
Denise made motion to approve minutes on Jan 8, 2020, Dan 2nd all were in favor.

First item on the application #20001, by The Vermont Land Trust was for the bridge over the Scotts cove and multiuse walking path to the end of Prouty Drive. John read the application. Tracy explained the project.

Ben explains the feasibility study and Brian with DeWolff described in detail the project connection from Prouty beach to a boardwalk over Scotts Cove to a gravel path extending to Prouty Beach.

Jay asked what the height and width access of the bridge was going to be and would it allow small boats through into Scotts Cove much like the access now. The bottom of the bridge will be 7 feet above average water level. Ben also went into the construction design to handle ice and debris. The boardwalk itself is outside of the 100-year flood plain.

John makes a suggestion to accept the Site Plan Approval and Conditional Use narrative submitted by DeWolf Engineering as submitted. Denise makes motion and Dan 2nd, all were in favor.

Dan makes motion to accept permit application 20001, Denise 2nd, all were in favor.

OTHER BUISNESS

None

Agathe makes motion to adjourn Dan 2nd and all were in favor.

Approved by:



Date:

5-5-2020

John Harlamert, Chairman of DRB

Conditional Use Review

1. *The character of the area affected, as defined by the purpose or purposes of the zoning district within which the project is located, and specifically stated policies and standards of the municipal plan.*

The purpose of the GR district is to "house the majority of the community's permanent residents at densities consistent with the utilities provided." While the project does not create additional housing, it will enhance the existing residences in the area by providing additional access to a significant conserved open space and providing a non-road link to the existing network of multi-use trails in the City running from downtown to the Canadian border. Development of lakeside recreational and tourist attractions are specifically called out as a priority on p 11 of the Newport City Municipal Plan.

2. *Traffic on roads and highways in the vicinity.*

The project will reduce traffic on area roads by providing a non-road link to the existing network of multi-use trails in the City.

3. *Bylaws and ordinances then in effect.*

As described in this application, the project is designed to comply with City of Newport bylaws and ordinances.

4. *Utilization of renewable energy resources.*

The project will have no effect on the utilization of renewable energy resources.

If you have any questions or require more information to review the application, please do not hesitate to contact us.

Sincerely,



Brian Lane-Karnas, PE

Enclosures: Zoning Permit Application

Cc: Tracy Zschau, Vermont Land Trust
Benjamin Heath, PE, Hamlin Consulting Engineers

1. General standards,
2. The capacity of existing or planned community facilities,

Granted: X Denied: _____ By: _____


Chairman of The Development Review Board

Date: 2-19-2020

DEVELOPMENT REVIEW BOARD

Permit No:20001 – VT Land Trust Multiuse Path, Boardwalk Across Cove and Sidewalk

SITE PLAN REVIEW – EIGHT CRITERIA

Section 708.02 E. The DRB shall conform to the requirements of Title 24 VSA section 4416 before acting upon any application. In considering its action the DRB shall consider and may impose appropriate conditions and safeguards, in a manner that is consistent with the intent of this bylaw and the City Plan, with respect to:

The proposed project has been designed to meet the Site Plan (Major Impact) and Conditional Use Review standards of the Newport City Zoning & Subdivision Bylaw (Bylaw) as follows.

Site Plan Review

1. *the adequacy of parking, traffic access, and circulation for pedestrians and vehicles with particular attention to safety;*

Per §422 B of the Bylaw, minimum parking requirements for recreational uses are to be defined by the Development Review Board on a case by case basis. The proposed multi-use trail will provide the last section of off street paths between downtown Newport and the Beebe Spur rail trail to the Canadian border. There are several large public parking areas along the trails that the project will connect, including downtown street and lot parking, Prouty Beach, and the North Country Hospital. Since the project is designed to provide a protected transportation route for non-motorized travel, parking demand for the project is expected to be low. A four space gravel parking lot is proposed at the north end of the project, off of Bluff Road, for trail users that want to specifically access the project, as opposed to other destinations along the connected trails. Users who wish to access the boardwalk crossing of Scotts Cove can park in the Prouty Beach parking lot.

The proposed parking lot has 9' x 20' spaces and a 22' aisle. The drive entrance is 24' in width for two way circulation. The proposed multi-use path and sidewalk extension will provide safe circulation for pedestrians and does not cross the proposed drive.

2. *the adequacy of landscaping, screening, and setbacks with regard to achieving maximum compatibility and protection to adjacent properties;*

The majority of the project will have no impact on adjacent properties due to the low-impact nature of the project as well as the size of the project parcel. Screening is proposed at the parking area to maintain compatibility with adjacent residences. Setbacks do not apply to this project since no new buildings are proposed.

3. *the protection of the utilization of renewable energy resources;*

The project will have no effect on the utilization of renewable energy resources.

4. *exterior lighting;*

No exterior lighting is proposed.

5. *harmonious relationship between proposed uses and existing adjacent uses;*

The project will enhance the adjacent residential and recreational uses.

6. *the adequacy of drainage control;*

The area of the property that drains to the proposed trail is undeveloped hay fields and the site soils are sandy with a high infiltration capacity (hydrologic soil group A). Therefore, there is little to no runoff reaching the trail in the majority of rainstorms. The proposed trail is designed to allow the small amount of runoff reaching the trail to pass over without impeding the natural drainage patterns. There are selected areas of the trail where concentrated runoff could occur due to the existing topography. Drainage culverts are provided in these areas with stabilized outlets.

7. *compliance with all pertinent parts of this bylaw;*

Per this narrative and the attached plans and application forms, the project complies with the pertinent parts of the Bylaw.

8. *If the property is in a Special Flood Hazard Area, it must meet or exceed all criteria of section 433 B, Special Flood Hazard Area of this bylaw.*

A portion of the proposed multi-use trail is within the Special Flood Hazard Area (SFHA). The entire portion of the trail that is within the SFHA will be constructed as an elevated boardwalk supported on helical piles. Helical piles have helical flights that allow the piles to be essentially screwed into the ground with minimal ground disturbance. There will be no fill or excavation within the SFHA. The superstructure of the boardwalk, including beams, joists, decking, and rails are above the 100-year flood elevation. The only structure that extends below the floodplain elevation are the piles and pile bracing. The piles and bracing will be made of 1/4" +/- galvanized steel and are resistant to flood damages. The project has been designed to meet the criteria of Section 433 B as follows:

a. *The availability of alternative locations not subject to flooding for the proposed use.*

Since the project is intended to provide access to cross Scott's Cove to pedestrians, bicyclists and other non-motorized users, it can only be located within the SFHA. The area of the trail routed through the SFHA had been minimized to the greatest extent possible.

b. *The susceptibility of the proposed improvements to flood damages.*

All of the components of the boardwalk that could be damaged by sustained submersion are located above the 100-year flood elevation. All components below the flood elevation are galvanized steel pipe and galvanized steel fasteners. The materials are specifically designed to resist sustained submersion both above and below grade. In addition, the helical pile system will be braced against lateral loads imparted by debris and/or wave action. The design has also considered the rare occasion where the 100-year flood condition occurs simultaneously with ice break up. The design is intended to minimize damage if this coincidence of events took place.

c. *The safety of access to the property in times of flood of ordinary and emergency vehicles.*

The project is a non-motorized trail and is not designed to provide access for vehicles other than maintenance. The project will not affect vehicular access to the property.

d. *The potential for damage to the property caused by erosion.*

Since the source of flooding for at the project is Lake Memphremagog, there is little to no potential for erosion damage during a flood.

e. *The danger that materials may be swept onto other lands and cause damage to others.*

The project will have no materials within the SHFA that could be swept onto other lands.

Development Standards

1. All development shall be reasonably safe from flooding and be designed:
 - a. To minimize flood damage to the proposed development and to public facilities and utilities, and;

As noted above, the proposed boardwalk is designed to be resistant to damage from flooding. The project will not affect flood levels and there are no new public facilities or utilities proposed.

- b. To provide adequate drainage to reduce exposure to flood hazards.

The project will have no effect on the existing drainage patterns in the SFHA.

2. Structures shall be:
 - a. Designed (or modified) and adequately anchored to prevent floatation, collapse, or lateral movement of the structure during the occurrence of the base flood;

All components that could cause buoyancy of the system are located above the 100-year flood elevation. The components that extend below the 100-year flood elevation are comprised of galvanized structure steel helical piles and bracing. The helical piles utilize buried helices that provide both compression and tension resistance. In addition, steel bracing will be installed between the helical piles to resist any potential lateral loads caused by debris or wave action against the piles. Furthermore, the piles themselves will be designed for the saturated condition which produces the lowest soil interaction capacities.

- b. Constructed with materials resistant to flood damage;

All of the components of the boardwalk that could be damaged by sustained submersion are located above the 100-year flood elevation. All components below the flood elevation are galvanized steel pipe and galvanized steel fasteners. The materials are specifically designed to resist sustained submersion both above and below grade. In addition, the helical pile system will be braced against lateral loads imparted by debris and/or wave action.

- c. Constructed by methods and practices that minimize flood damage, and;

The components of the design are specifically selected to produce an end product that is resistant to water damage either by flooding or by sustained exposure to the elements. In addition, all components that could be damaged by sustained submersion are designed to remain above the 100-year flood elevation. All components below the 100-year flood elevation are constructed of durable 1/4 +/- galvanized steel tube or plate.

- d. Constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

The project does not include any electrical, heating, ventilation, plumbing, and air conditioning equipment or other service facilities.

The remainder of the Development Standards do not apply to this project.

Granted: X Denied: _____ By: [Signature]

Chairman of The Development Review Board

Date: 2-19-2020