

**TOWN OF WARREN  
DEVELOPMENT REVIEW BOARD  
MINUTES OF MEETING  
JANUARY 15, 2003**

- MEMBERS PRESENT:** Chris Behn, Eric Brattstrom, David Markolf, Peter Monte, Chair; Lenord Robinson.
- OTHERS PRESENT:** Bob Ackland, Jason Lisai, Whitney Aldrich, Sugarbush Resort; Mark Hamelin, Chris Dunn, SE Group; Michael Kroposki, Ron Zschaler, Miron Malboeuf, David Blythe, Margo Wade, DRB/PC Assistant.
- AGENDA:**
- 1) 7:30 p.m. Call to Order
  - 2) Public Hearing Continuation: Summit Ventures NE, LLC (d/b/a Sugarbush Resort – Conditional Use Review and PUD Review for the Lincoln Peak Hotel proposal
  - 3) Other Business:
    - a) Signing of minutes and decision

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**I. CALL TO ORDER**

Mr. Monte called the meeting to order at 7:30 p.m.

**II. PUBLIC HEARING CONTINUATION: Summit Ventures NE, LLC (d/b/a Sugarbush Resort – Conditional Use Review and PUD Review for the Lincoln Peak Hotel proposal**

**STAFF REPORT**

Mr. Montes stated this was a continuation of the December 18, 2002 Lincoln Peak Hotel hearing and the board would be considering Landscaping, Lighting, and Signage this evening.

**DECISION:**

Additional Submittal Material:

- document reviewing the conditions of the 1997 and 1998 permit conditions and outlining proposed changes to those conditions
- Letter from Mountain Utilities, dated 1.15.2003, attesting that notification of the Fire Department for bulk chemical deliveries to the Mountain Wastewater plant have been and will continue to be performed as required by both existing local and state permits for the
- Resource Systems Group letter, dated 15 January 2003, outlining status of the traffic study report and research
- Updated site plans, maps, and supporting diagrams

Mr. Lisai introduced Mark Hamelin and Chris Dunn from the SE Group who is handling the landscape architecture portion of the project. Mr. Dunn and Mr. Hamelin reviewed the site and landscaping plans.

An overall master plan (orthophoto with property boundary overlay) of the Lincoln Peak area including the base area, Sugarbush Village, Sugarbush Inn and a portion of the golf course identifying Summit Venture properties and non- Summit properties was submitted.

Updated project site plan including:

- hotel brook re-alignment
- new Village Road/Village parking lot access intersection realignment
- proposed Fire House relocation
- main parking lot storm water gardens
- storm water detention ponds
- new pedestrian walkway through main parking lot
- Village parking lot reconfiguration

The detail Landscape Plan includes supporting images. Mr. Dunn explained the he hotel brook realignment includes stream bank stabilization methods, and will re-establish riparian zone. Pioneer Environmental is working with the State on the environmental aspects of the project. SE Group has developed cross section diagrams to help show how the bank stabilization and riparian zone will look.

Parking lot broken up with storm water gardens to catch and treat storm water prior to transport via catch basins to the storm water detention ponds, which are indicated on the site plan, and then brooks. The State has found this to be a favorable treatment system. It also creates a series of rooms to break up the large gravel parking lots. The Resort continues to work on the concept to develop the summer field/winter parking lot.

Existing Sugarbush Access Road will be realigned above the Inferno Road intersection along the south side of the upper parking lot.

A center pedestrian path through the upper parking lot has been added and will improve walking convenience for guests. The Resort has accommodated the path by incorporating bridges over storm water gardens. It also allows for visual breaks in parking lot, especially during non-snow months, with additional landscaping and lighting. The cost to parking capacity is minimal.

Directional and/or informational signage will be located at the new Access Road/Village Road intersection, Village Road/Main parking lot intersection, and Village Road/Village parking lot access intersection. The existing sign at the bottom of the Village parking lot access road will remain in place. That sign is used by and for existing businesses in the Sugarbush Village. It is located on Sugarbush Resort property. The Resort is willing to allow the sign to remain in place, but does not wish to take responsibility for sign. Mr. Ackland requested that the sign be maintained in good condition.

The Village parking lot is reconfigured with storm water gardens, landscaping, improved lighting and a covered walkway for pedestrian access to and from the Village/base area through the Hotel. Walking access from the Hotel to the base area is provided via a bridge over the hotel brook.

Mr. Lisai reported that he has met with the Fire Department to discuss relocation of the Fire House. Three possible locations were discussed. The proposed location along the Access Road best meets the department's needs. The proposed plan allows for a two-sided

entry/exit for fire trucks, where the trucks are driven into the house on the north side of the building and driven out of the house on the south side of the building. Shelburne has a similar configuration for their firehouse and are please with the traffic flow.

Work is progressing for the relocation of the on-mountain compressor pads. The project is technically not part of the hotel application, but the new location, near CB1, is included on the site plan because the site work would coincide.

Landscaping plantings will employ maples, ash, birch, and evergreen trees. Evergreen trees are proposed to define some parking lot space to give more of an alpine feel. The riparian zones will employ native wetland trees. The access to the hotel bridging the Hotel Brook is still under discussion whether an open bottom box culvert or bridge will be employed. Outdoor spaces will be designed to accommodate a variety of function including weddings. The plaza will incorporate a winter skating pond, which can be drained in summer and use for other functions (e.g. outdoor concerts, weddings, etc.). The plaza will also incorporate a series of outdoor cascading hot tubs. Plantings are use to minimize visual impact into the loading dock and service areas

The light fixtures where chosen because they comes in a series of sizes ranging from 20' tall for road way down to 12' tall for pedestrian scale lighting. Mr. Lisai added that SE Group are following conditions 32 through 42 as design criteria for the lighting and landscaping. Lighting of primary intersections, pedestrian walkways, hotel driveway, plaza, and Village parking lot is proposed. The proposed lighting for the LPH considers less light than the proposed lighting for the GSH. The existing cobra head streetlights will be removed, overhead utility lines will be buried, and lighting will be place on timers where appropriate.

The proposed alignment of the ski-back trail gives better ski access to the base area. SE Group is developing cross sections of existing and proposed ski-back trail alignments to assist in determining evaluating the differences.

Mr. Lisai pointed out that the proposed landscaping at the base area may be altered slightly realizing that phase 2 will be a complete redevelopment of the base area, therefore implementing extensive landscaping at this time in that area is unwarranted.

The Village lift base terminal is moved up hill for better Village access and a magic carpet will be added to improve the beginner area.

Direct parking lot run-off into the Hotel Brook will be eliminated because where the lots and driveways are adjacent to the brook they will be bordered by raised sidewalks and/or buffers that are bermed higher than the sidewalks and then gradually slope to the stream.

The Applicant proposed changes to the conditions incorporated in the 1997/1998 decisions. Conditions 32 through 42 were discussed as follows:

- #32 has one sentence struck, which is not necessary because any amendments or changes would require an amendment
- lighting schedule (on/off) will be submitted with the final lighting plan

- different consideration will be needed for the pedestrian lighting vs. Village parking lot lighting vs. main parking lots lighting, etc.
- #33 accept as is
- #34 completion of landscaping is dependant on final the construction sequence
- #35 all utility lines associated with the project will be buried
- #36 vague language "...safety requirements indicate a necessity for more." How does the Town monitor, what is the threshold? (see discussion below)
- #37 accept as is with the exception that the fueling station needs adequate lighting to accommodate worker safety – this item will be included on lighting schedule
- #38 strike, because ten years is an unreasonable request.

There is concern about cost to the town to administer/monitor landscaping for this type of project. The standard term is between one and three years with a follow up period. This project has an adequate landscaping budget. Bonds are usually considered for public monies, but not for private projects. Plowing is a big risk to landscaping and trees. The snow management plan directly ties to storm water quality plan. Mr. Lisai state that the Resort is developing plans to accommodate snow removal and that different equipment and method will need to be employed compared to today. Snow management plan will be submitted with stormwater information. There was some discussion about need for certification of implementation of the landscaping. Possibly within 3 years of completion with a follow up with a later time to accommodate replacements that have taken place within the initial 3 years. A bond anticipates catastrophic failure of the project.

Mr. Malboeuf explained that some of the extreme PC conditions were instituted because of the size and design of GSH, the lack of proposed screening, and a high level of distrust between PC and applicant at the time.

Mr. Monte ask the applicant to identify the elements of the project where the town has a municipal interest, dollar costs associated with those elements, and added that the board may wish to add to the list. The applicant is also asked to identify the amount of money the Town needs to have available through a bond or letter of credit to protect the important municipal interests.

The mailboxes relocation is still under investigation. SE group is developing plan.

The current Fire House driveway/parking lot is used as a bus stop. The stop use to be at the covered bridge in the Village parking lot but the busses had difficulty navigating the lot in the winter. Mr. Zschaler feels the current lighting conditions of the Village parking lot is inadequate. He would like the opportunity to review the parking plan once the building designs have been presented.

Sugarbush has approval, including from the Forest Service, to light the trail along the Village lift for sledding. The total lighted area is approximately 11 acres. The resort does not currently provide this activity.

Mr. Zschaler stated that skiers currently use the Out-to-Lunch trail to access the Village parking lot and village in general. The proposed plan does not allow for skiers to continue with this route. Proposed access back to the Village is through the hotel. There was discussion about how to accommodate skiers trying to ski back to the Village. Mr. Ackland added that they are collecting data to determine how many skiers are using the trails so that we can work with actual vs. anecdotal data. Mr. Kroposki raised concern with the slope of the proposed ski back trail, communications between himself and Carl Spangler, and how the current plan would accommodate the slope needed to ski to the base area. Mr. Monte asked for a copy of the letter from Mr. Spangler to Mr. Kroposki addressing the issue. Mr. Dunn explained how the ski access from the Village has improved. With regard to Mr. Kroposki's comment about a standard pitch for ski trails both Sugarbush representatives and SE Group representative were unaware of a set standard.

Mr. Zschaler raised concern with pedestrian safety along the Access Road and increased traffic associated with and during the construction phase of the project. Mr. Lisai explained the pedestrian paths would be developed during the first phase of the project. A construction sequence will be developed to identify exact timing.

Mr. Kroposki asked if the redesigned Village Road would be built to acceptable (VAOT) standards so that the Town could take over the road and if Sugarbush is willing to offer the road to the Town. The answer is yes, but there has been no current discussion that the Town is considering and/or willing to taking over the road.

Mr. Hamelin and Mr. Dunn departed at 9:25 p.m.

Mr. Lisai continued review of the condition comparison document. Mr. Lisai said that many of the applicants' requests and suggestions make sense because some of the old conditions are redundant, not applicable to the current application, and/or unreasonable. The following proposed condition amendments were discussed in greater detail:

- #6 – provide a photographic record rather than an inventory
- #10 – add path will be constructed within phase 1
- #15 – send to the ZA
- #29 – a snow removal plan will be submitted; there was discussion about minimal limitations and how to avoid hindering reasonable operations of the resort
- #30 – to some extent the applicant has no control over this, reasonable effort will be made to schedule deliveries at times that best accommodate needs; the hotel is equipped with a specific loading area; space and traffic is not an extreme issue as it is in Warren Village

Mr. Zschaler added that the Pavilion at one time was used as a central receiving area with the Resort redistributing from there. This is not how the Pavilion is used at this time.

Mr. Monte stated that while we are drafting the new decision we need to set thresholds and/or objective standards that trigger actions to remedy any given concern (e.g. when to construct a left turn lane at the intersection of German Flats Road). Including vague and subjective conditions will cause problems at a later date.

Any conditions in the old permit(s) (i.e. - XI. Mitigation Measures) that are accommodated in the MOU are removed from the permit because the applicant feel they are already accommodating the concerns in other permits or agreements.

Mr. Blythe asked if there was a plan to connect the proposed wastewater treatment facility to the existing wastewater plant. Mr. Ackland responded there are no plans to connect the two facilities.

**MOTION by Mr. Monte, seconded by Mr. Brattstrom to recess the Lincoln Peak Hotel hearing to January 29, 2003 at 7:30 p.m. VOTE: unanimous; motion carried.**

At the January 29 meeting storm water, erosion control and surface water protection will be reviewed.

The group discussed the Wastewater Treatment Facility decision and incorporated minor changes.

**V. OTHER BUSINESS**

a) Signing of minutes and decision

**MOTION by Mr. Markolf, seconded by Mr. Behn to approve the December 18, 2002 meeting minutes. VOTE: unanimous; motion carried.**

**VI. ADJOURNMENT**

**MOTION by Mr. Markolf, seconded by Mr. Behn to adjourn the meeting. VOTE: unanimous; motion carried.**

The meeting adjourned at 10:00 p.m.

Respectfully submitted,  
Margo B. Wade  
DRB/PC Assistant

**DEVELOPMENT REVIEW BOARD**

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Chris Behn (date)

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Peter Monte, Chair (date)

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Eric Brattstrom (date)

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Lenord Robinson (date)

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David Markolf (date)