

May 29, 2025

Kaitlin Hayes
District Coordinator
111 West St.
Essex Junction, Vermont 05452

Re: 4C0329-24, 4C0437-6 Allen Brook Development - Essex

Dear Ms. Hayes:

VTrans has reviewed the proposed permit and the transportation impact study for the above application and offers the comment below.

The proposed project consists of a 5-lot commercial subdivision on an existing 109.5-acre lot within the existing Saxon Hill Industrial Park. Lot 10 is 6.4 acres, Lot 11 is 6.4 acres, Lot 12 is 2.3 acres, Lot 13 is 22.9 acres, and Lot 9 is 71.5 acres. The project will include the construction of approximately 4,100 linear feet (LF) of public roadway. The commercial lots will be served by municipal facilities including roads, recreation paths, water supply and wastewater collection. The project also includes the construction of a 33,600 square feet (SF) warehouse on Lot 11.

A transportation impact study was submitted on behalf of the applicant regarding the trip generation of the revised development (Exhibit 044, Wall Consultant Group, September 2024). The proposed industrial park construction will create an addition of 2,231 daily trips with 180 AM peak hour trips and 180 PM peak hour trips respectively. The report not only analyzed the trips at the project access point but also performed an analysis of intersections to the east and west of the proposed project access along VT-117. VTrans concurs with the analysis and methodology of the Wall Consulting Transportation Impact Study as seen by an email VTrans had submitted to the applicant on August 27, 2024 (Exhibit #047). VTrans had spoken with O'Leary Burke regarding potential congestion mitigation solutions at the project access with VT-117. It was agreed that the applicant would construct a left turn lane on VT-117 for ingress into the subdivision main entrance. This will be a beneficial way to get cars and heavy truck traffic out of the main corridor flow of VT-117 so that turning movements onto the subdivision can be made safely and efficiently relative to the roadway network.

Page 14 of the Wall Traffic Impact Study showed that the intersection of VT-117 and North Williston Road will have an approach Level of Service F in 2026. However, the following page 15 shows a Level of Service B at the same intersection in the year 2031 due to the future traffic signal that is projected

to be placed at the intersection in 2027. The applicant will be paying a fair fee towards this intersection improvement through the Act 145 transportation impact fee program mentioned later in this letter. This is the exact intent of the Act 145 program where an applicant pays a fair share fee to intersection improvements that both aid in traffic safety and mitigate congestion.

Post Monitoring

VTrans would recommend traffic monitoring studies for the subsequent developments of this subdivision. Specifically, VTrans would want post monitoring to include turning movement counts, Level of Service (LOS), queuing, and delay analysis for the new access of Kimo Drive and the VT-117 intersection. VTrans would want this intersection analyzed to make sure that there are no congestion or safety issues. The post monitoring study would also check that the constructed development trips align with the trip generation projections. **Recommended condition:**

“After the construction and occupancy of each of the subsequent developments within the subdivision, a traffic monitoring study shall be performed within 3-15 months for the intersection of Kimo Drive and VT-117. The post monitoring study would include turning movement counts, Level of Service, Delay, Queue, and safety analysis. The study would also monitor any future pedestrian or multimodal traffic between the new shared use path and VT-117 for any potential pedestrian-vehicular conflict issues. If, as a result of the post monitoring study, VTrans identifies congestion or safety problems that warrant traffic mitigation at Kimo Drive and VT-117, the applicant shall work with VTrans and Essex on a mitigation solution. Once the solution is agreed upon, the applicant shall obtain a State highway access permit from VTrans for such mitigation”.

Traffic Impact Studies / Traffic Memorandums

Based on the stated and analyzed daily and peak hour trips within the Act 250 application, future Traffic Impact Studies or Traffic Memorandums should not be needed as subsequent developments are proposed for these subdivision parcels unless the following instances occur:

- The daily volumes and peak hour volumes approved for the subdivision are exceeded by the future developments.
- The connector road from Kimo Drive to Thompson Drive has been constructed. At that point, the traffic pattern will have changed due to a newly created route for Saxon Hill as a whole. Future traffic and safety analysis would then need to be extended to the Allen Martin Drive and VT-15 intersection.

In those instances where the parameters of the current Wall Consulting Group Traffic Impact Study parameters are exceeded, a future traffic impact study or traffic memorandum may be needed. A future traffic study or memorandum might be needed if there are still unpopulated subdivision parcels past the six-year mark (year 2031) analyzed in the study. However, the decision on that would be more dependent on whether there were notable increases in the background traffic volume on VT-117.

Act 145 Transportation Impact Fee

Based on our review of this permit application, VTrans concurs with the subdivision Act 145 fee calculation shown on page 17 of the Wall Consultant Group Transportation Impact Study. This fee was evaluated for the five VTrans capital projects in the vicinity: the traffic signal at VT-117 and North Williston Road, the traffic signal at VT-15 and Sand Hill Road, the Essex Crescent Connector, the two way left turn lane and traffic signal improvements at James Brown Drive and VT-2A in Williston, and the traffic signal improvements at Industrial Avenue/Mountain View Road and VT-2A in Williston. The fee represents a total amount of \$167,474 based on the 180 PM peak hour trips the subdivision is projected to create.

It is recommended that the Act 145 Transportation Impact Fee have a phased fee structure. The phased fee will be paid as subsequent permits are issued for the developments within this subdivision. A “phased” Act 145 fee has been approved by the Act 250 Commission before. A similar phased Act 145 Fee that matches this proposed format was approved for the O’Brien Home Farm development in South Burlington (Act 250 Application 4C1106-3). VTrans has no issues with this phased form of payment and is capable of tracking and assessing each traffic impact fee within the project provided each subsequent phase has the external PM peak hour trip thresholds listed.

The phased Act 145 transportation impact fee formula is based upon the percentage of PM peak hour trips the current 33,600 square foot warehouse project will create relative to the 180 PM peak hour trips that were determined from the overall subdivision. Because the warehouse project will create 6 pm peak hour trips, this represents $6/180 = 3.3\%$ of the total peak hour trips from the master plan project. This percentage is then applied to the entire Act 145 permit fee of \$167,474 to create an initial phased fee of $(\$167,474 \times 3.3\%) = \mathbf{\$5,526.64}$.

VTrans recommends payment of the phased transportation impact fee pursuant to Act 145. Act 145 allows a District Commission to require payment of a transportation impact fee for a capital transportation improvement that is “...necessary to mitigate the transportation impacts of a proposed development or subdivision or that benefit the proposed development or subdivision” (10 VSA §6104). As previously mentioned, this phased fee represents the applicant’s fair share payment to five VTrans capital improvement projects in the area.

The first phase fee of \$5,526.64 would be due after the Land Use Permit is issued and prior to construction. The check should be sent to the following address:

State of Vermont Agency of Transportation
Development Review and Permitting Services Section
Barre City Place, 219 N. Main St.
Barre, VT 05641
Attn: Christopher Clow

Section 1111 State Highway Access and Work Permit

Based on the work that will be done within the VT-117 right of way, a Title 19 Section 1111 permit is required. The access and left turn lane design plans for VT-117 will need to be fully reviewed and approved by VTrans before a Section 1111 permit is issued. The applicant is currently working with VTrans on this.

Public Transit

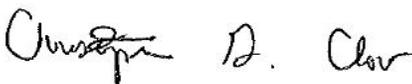
VTrans has corresponded with the Chittenden Area Transportation Management Association (CATMA) to learn more about their survey work and activities in Essex. CATMA shared that they have been closely working with Essex to start an employee transportation survey with three of the existing companies in the Saxon Hill industrial park. They are hoping to do more outreach and survey work to better understand the transportation needs of the employees at Saxon Hill. **Based on this effort, the VTrans Transit Section would recommend the following post monitoring condition for this permit:**

At the completion of each development within this subdivision, the Developer will engage the employees of the business to understand their transportation needs. The survey will be conducted in partnership with the Chittenden Area Transportation Management Association (CATMA) or their equivalent. The survey will gather data on the transportation needs of the employees and offer resources to employees in need of transportation assistance. The survey results will be shared with the Agency of Transportation for review and concurrence no later than 30 days after the survey is completed.

Based on the left turn lane proposed by the applicant as well as the post monitoring studies for subsequent developments within the subdivision and the applicant's fair share payment to the Act 145 transportation impact fee program, VTrans has no concerns relative to the impact of the project on local traffic congestion and safety.

Please contact me with any questions or comments at 802-522-4901 or christopher.clow@vermont.gov

Sincerely,



Christopher G. Clow, PE
Transportation Engineer

CERTIFICATE OF SERVICE #4C0329-24, 4C0347-6

I, Christopher Clow, of the Agency of Transportation hereby certify that on May 29, 2025, I sent a comment letter to the District #4 Environmental Commission concerning the applicant, Allen Brook Development, 4C0329-24,4C0347-6 by U.S. Mail, postage prepaid or by email to the following:

Allen Brook Development
Attn: Al Senecal
27 Commerce Avenue
South Burlington, VT 05403
asenecal@omegaexvt.com

SH-2, LLC
20 Bolger Hill Road
Jericho, VT 05465
droid2915@gmail.com

Pam Shirner
247 River Road
Essex, VT 05452
dpamshirner@gmail.com

O'Leary Burke Civil Associates
Attn: Bryan Currier
13 Corporate Drive
Essex Junction, VT 05452
bcurrier@olearyburke.com

Essex Selectboard
Tracey Delphia, Chair
81 Main Street
Essex Junction, VT 05452
tdelphia@essex.org

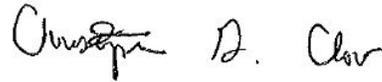
Essex Town Manager
Greg Duggan
81 Main Street
Essex Junction, VT 05452
gduggan@essex.org

Essex Planning Commission
Joshua Knox, Vice Chair
81 Main Street
Essex Junction, VT 05452
knox.joshua@gmail.com

Chittenden County Regional Planning Commission
c/o Charlie Baker, Exec. Dir.
Regina Mahony, Planning Program Manager
110 West Canal Street, Suite 202
Winooski, VT 05404
permitting@ccrpcvt.org

Agency of Natural Resources
One National Life Drive, Davis 2
Montpelier, VT 05602-390
ANR.Act250@vermont.gov

Dated at Montpelier, Vermont this 29th day of
May 2025.



Christopher G. Clow, PE
Vermont Agency of Transportation