

TOWN OF READING
NOTICE OF HEARING FOR SITE PLAN REVIEW & CONDITIONAL USE PERMIT

The Hall Art Foundation, Inc. of P.O. Box 128, Reading, VT 05062 has submitted an application for Site Plan Review and a Conditional Use Permit for property located at 544 VT Route 106 in the Town of Reading. The proposed project is described as follows: (1) construction of a 22-space parking area in the field, owned by Newhall Farms, Ltd., located on the northeast side of the North Branch of the Black River; (2) construction of a pedestrian bridge over the North Branch; and (3) restoration and improvements to an existing driveway from VT Route 106 to the parking area.

The Town of Reading Zoning Board of Adjustment will hold a hearing on this application on August 3, 2020 at 7:00 p.m. This hearing will be convened electronically via Zoom. To participate on your computer, download the meeting software here <https://zoom.us/download>. Join the meeting by clicking here <https://us02web.zoom.us/j/86933735841>. You may be prompted to enter a meeting ID: 869 3373 5841.

To participate by telephone, dial (301) 715-8592. When prompted enter the meeting ID: 869 3373 5841.

A copy of the application and additional information may be obtained at: www.readingvt.govoffice.com

Pursuant to 24 V.S.A. §§ 4464(a)(1)(C) and 4471(a), participation in this local proceeding is a prerequisite to the right to take any subsequent appeal.

Dated at Reading, Vermont this 6th day of July, 2020.

Ken Cox
Chair Zoning Board of Adjustment
Town of Reading, Vermont

Town of Reading
P.O. Box 72, Reading, Vermont 05062
Telephone (802) 484-7250 - Fax (802) 484-0015 - E-mail readingvermont@comcast.net

Application to
Zoning Board of Adjustment

Name of Landowner Newhall Farms, Ltd Telephone () _____

Address of Landowner POB 128, Reading State VT Zip 05062

Applicant if not the Landowner Hall Art Foundation, Inc. Telephone (802) 952-1056

Address of Applicant POB 127, Reading State VT Zip 05062

Location of property 911 Address 544 VT Route 106, Reading, VT 05062

Deed book and page _____ Zoning District Reading

Application refers to section 5.5 of the Zoning Ordinance.

Titled Flood Hazard Review

Type of application: For a variance? Yes _____ Must meet conditions of 24VSA Section # 4468.

_____ Appeal of decision of Zoning Administrator.

Application for a conditional use permit.

_____ Application for a non-conforming use.

_____ Application for a non-complying structure.

_____ Application or appeal for any other reason.

Reason for this appeal/application concerning any of the above: _____

Please see attached "Project Description" and "Design Considerations"

The owner or applicant should submit with this application, plans, elevations, landscaping diagrams, traffic circulation diagrams, neighborhood land use maps and any other information or data required to advise the Board fully with reference to this application or appeal.

A fee of \$200.00 must be submitted with this application.

Signature of applicant *Marlene And* Date 10 March 2020

-----For use by the Board of Adjustment-----

Date application received and fee collected 3-11-2020 By *Caliste Brennan*

Application number _____ Hearing Notice Date _____ Hearing Date _____

Notices mailed to _____

Application approved _____ Date _____

Application denied _____ Date _____

Signature of Board of Adjustment Secretary _____ Date _____



GIFFORD & ASSOCIATES, INC.

100 Main Street
White River
Manchester, Vermont
05440-1005
(802) 251-1100

**Hall Art Foundation
Parking Area and Pedestrian bridge
Reading, Vermont**

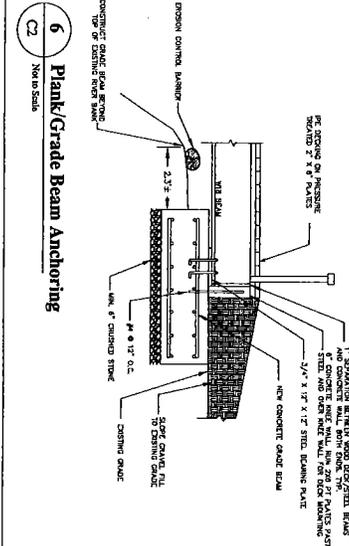
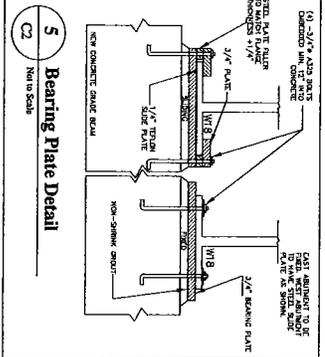
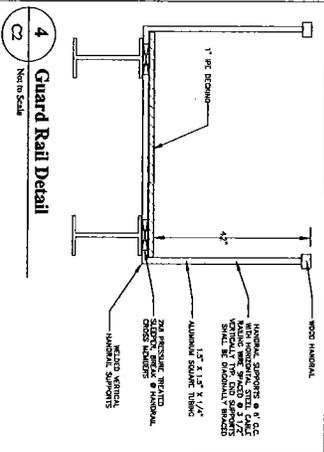
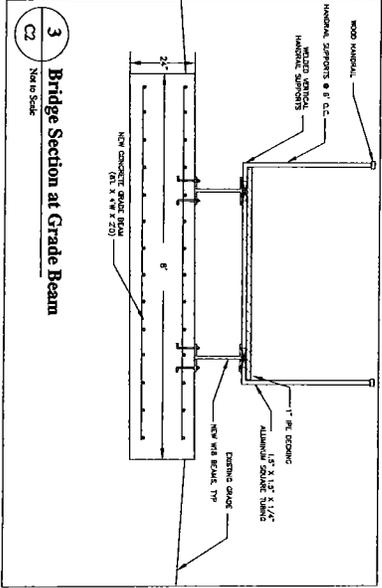
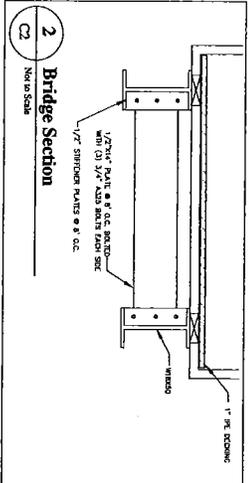
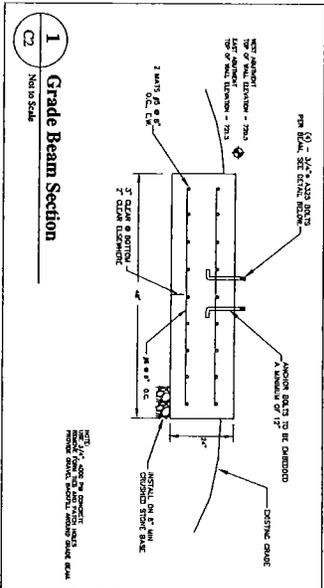
January 31, 2020

Project Description

The proposed project involves the reuse of an existing driveway access onto Route 106 to access a proposed gravel parking area for the Hall Art Foundation museum. The former driveway was used as a connector to the elementary school parking loop and provided direct access onto Route 106. The parking area is located on the northeast side of the North Branch of the Black River below the bridge for Route 106. This new parking area will be located parallel to the river in an existing field and at least 15 ft away from the top of bank. The proposed 22 parking spaces will access the visitor center and other campus buildings on the opposite side of the river by a proposed pedestrian bridge. The pedestrian bridge will span above and past the top of bank on each side of the river. An accessible gravel path will be provided between the new parking area and existing paved parking on the west side of the river.

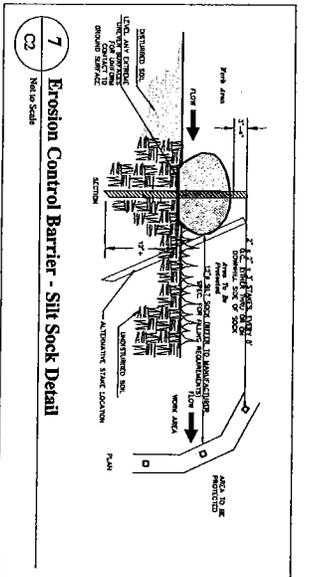
Design Considerations

The site was evaluated and surveyed to determine the location and elevation of the 100 year flood plain and base flood elevation. Using FEMA and Firm flood maps and flood profiles, the 100 year flood event information was compiled with the ground survey to locate the extent of the flood plain both horizontally and vertically on the site plan. Within the proposed parking and pedestrian bridge and walkway areas, the 100 year flood event is contained within the banks of the river. Since the parking area and driveway are not located within floodway, flood plain or area of special flood hazard, construction will be close to existing grades such that the topsoil will be stripped and a gravel base will be installed less than a 1 ft above existing grades, which will not result in the displacement of any flood waters. Likewise, the pedestrian bridge has been designed such that the support beams will be located 6 inches above the existing grade at the top of the river banks and not impede water flow during flood events. The bottom of the steel support beams is approximately 2.5 ft above the 100 year flood elevation at this location. The shallow grade beam foundation supporting the support beams have been located at least 2 ft past the top of the natural break in slope forming the river bank to avoid any bank disturbance. The connecting gravel walkways to the bridge will slope from existing grade up to the pedestrian bridge deck with a 5 percent grade, also outside of the flood plain. No flood waters will be displaced by the proposed construction and therefore, no compensatory storage is required. Likewise, no river alterations or disturbances will result as part of the project.



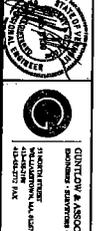
ALL CONCRETE SHALL BE 4000 PSI CONCRETE UNLESS OTHERWISE NOTED. ALL REINFORCING SHALL BE 60,000 PSI YIELD STRENGTH UNLESS OTHERWISE NOTED. ALL REINFORCING SHALL BE 1/2\"/>

CONCRETE PROPORTIONS AND DESIGN MIXES
 A. Proportions shall be such that strength of concrete by volume, water-cement ratio, and air content shall be in accordance with the following table. The proportions shall be based on the weight of the materials as delivered to the job site.
 1. Shotcrete shall have a maximum water-cement ratio of 0.45.
 2. Shotcrete shall have a maximum air content of 5 percent.
 3. Shotcrete shall have a maximum slump of 10 inches.
 4. Shotcrete shall have a maximum free water-cement ratio of 0.45.
 5. Shotcrete shall have a maximum water-cement ratio of 0.45.
 6. Shotcrete shall have a maximum water-cement ratio of 0.45.
 7. Shotcrete shall have a maximum water-cement ratio of 0.45.
 8. Shotcrete shall have a maximum water-cement ratio of 0.45.
 9. Shotcrete shall have a maximum water-cement ratio of 0.45.
 10. Shotcrete shall have a maximum water-cement ratio of 0.45.



Silt Plan	
DATE	12/2/2018
DESIGNED BY	12/2/18
CHECKED BY	12/2/18
DATE	12/2/18
SCALE	AS SHOWN

DIMENSIONS			
NO.	DESCRIPTION	UNIT	AMOUNT
1	1\"/>		



CLINTON & ASSOCIATES, INC.
 ENGINEERS - ARCHITECTS - INTERIORS
 345 Main Street, Albany, NY 12242
 518-486-1234
 FAX: 518-486-1234

Pedestrian Bridge
 345 Main Street, Albany, NY 12242
 Hall Art Foundation



GUNTLOW & ASSOCIATES, INC.

55 North Street
Williamstown,
Massachusetts 01267
413-458-2198
413-458-2712 FAX

**Hall Art Foundation
Parking Area and Pedestrian bridge
Reading, Vermont**

May 26, 2020

Project Description

The proposed project involves the reuse of an existing driveway access onto Route 106 to access a proposed gravel parking area for the Hall Art Foundation museum. The former driveway was used as a connector to the elementary school parking loop and provided direct access onto Route 106. This existing gravel driveway will be extended and widened away from the river to access the new gravel parking area. The parking area is located on the northeast side of the North Branch of the Black River below the bridge for Route 106. This new parking area will be located parallel to the river in an existing field and at least 100 ft away from the top of bank, outside of the riparian zone. The proposed 22 parking spaces will access the visitor center and other campus buildings on the opposite side of the river by a proposed pedestrian bridge. The pedestrian bridge will span above and past the top of bank on each side of the river. An accessible gravel path will be provided between the new parking area and existing paved parking on the west side of the river. Areas within the riparian zone will be planted with riparian vegetation with guidance from the Vermont Fish and Wildlife department.

Design Considerations

The site was evaluated and surveyed to determine the location and elevation of the 100 year flood plain and base flood elevation. Using FEMA and Firm flood maps and flood profiles, the 100 year flood event information was compiled with the ground survey to locate the extent of the flood plain both horizontally and vertically on the site plan. Within the proposed parking and pedestrian bridge and walkway areas, the 100 year flood event is contained within the banks of the river. Since the parking area and driveway are not located within floodway, flood plain or area of special flood hazard, construction will be close to existing grades such that the topsoil will be stripped and a gravel base will be installed less than a 1 ft above existing grades, which will not result in the displacement of any flood waters. Likewise, the pedestrian bridge has been designed such that the support beams will be located 6 inches above the existing grade at the top of the river banks and not impede water flow during flood events. The bottom of the steel support beams is approximately 2.5 ft above the 100 year flood elevation at this location. The shallow grade beam foundation supporting the support beams have been located at least 2 ft past the top of the natural break in slope forming the river bank to avoid any bank disturbance. The connecting accessible gravel walkways to the bridge will slope from existing grade up to the pedestrian bridge deck with a 5 percent grade, also outside of the flood plain. No flood waters will be displaced by the proposed construction and therefore, no compensatory storage is required. Likewise, no river alterations or disturbances will result as part of the project.

