

I was a review of traffic flow at the two times when students would be expected to arrive and leave the program. Currently 19 students access CCTA public transportation or walk to and from the ONTOP program. The review counted all vehicles traveling in five minute periods, centered around the start and end times of the program. The details are attached.

The total number of vehicles in the 25 minute morning block was 35, or about 1.4 per minute. The total number of vehicles in the 25 minute afternoon block was 32, or about 1.3 per minute. It takes about one minute to walk the distance along Mill Street.

I would note that one of our parameters for considerations of sites was the review of the Ontop Program Director, with respect to the needs of her students. While she raised questions about student safety at some of the other sites we reviewed, and asked for fencing along the river, the ability of students to safely traverse the distance from the property to the bus line was not raised. Be that as it may, we can provide supervision for students during the arrival and departure times to help alleviate safety concerns.

I would also like to be more precise in the characterizations of these students. The program provides an alternative to the high school setting, without moving to a more restrictive academic setting. Several students participate in tech center classes. By the time others are juniors or seniors they may be transitioning back to the high school as part of the Ontop Satellite program. The program also prepares student for regular employment, and if you met one of them in this role you would not know recognize them as different. Finally, students who are in this program are selected on the basis of their needs with respect to the school setting and environment. Students who have greater needs go to alternative programs outside the district.

I appreciate your efforts to provide a space that meets our needs, and appreciate the concerns of the DRB to find reasonable requirements to ensure that the conditional use for the space is safe.

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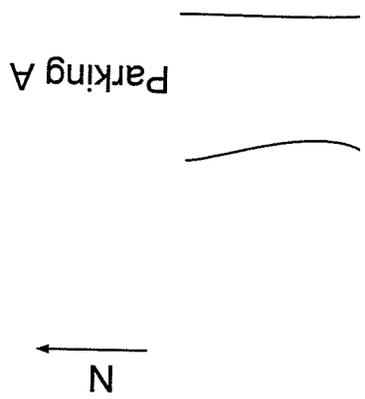
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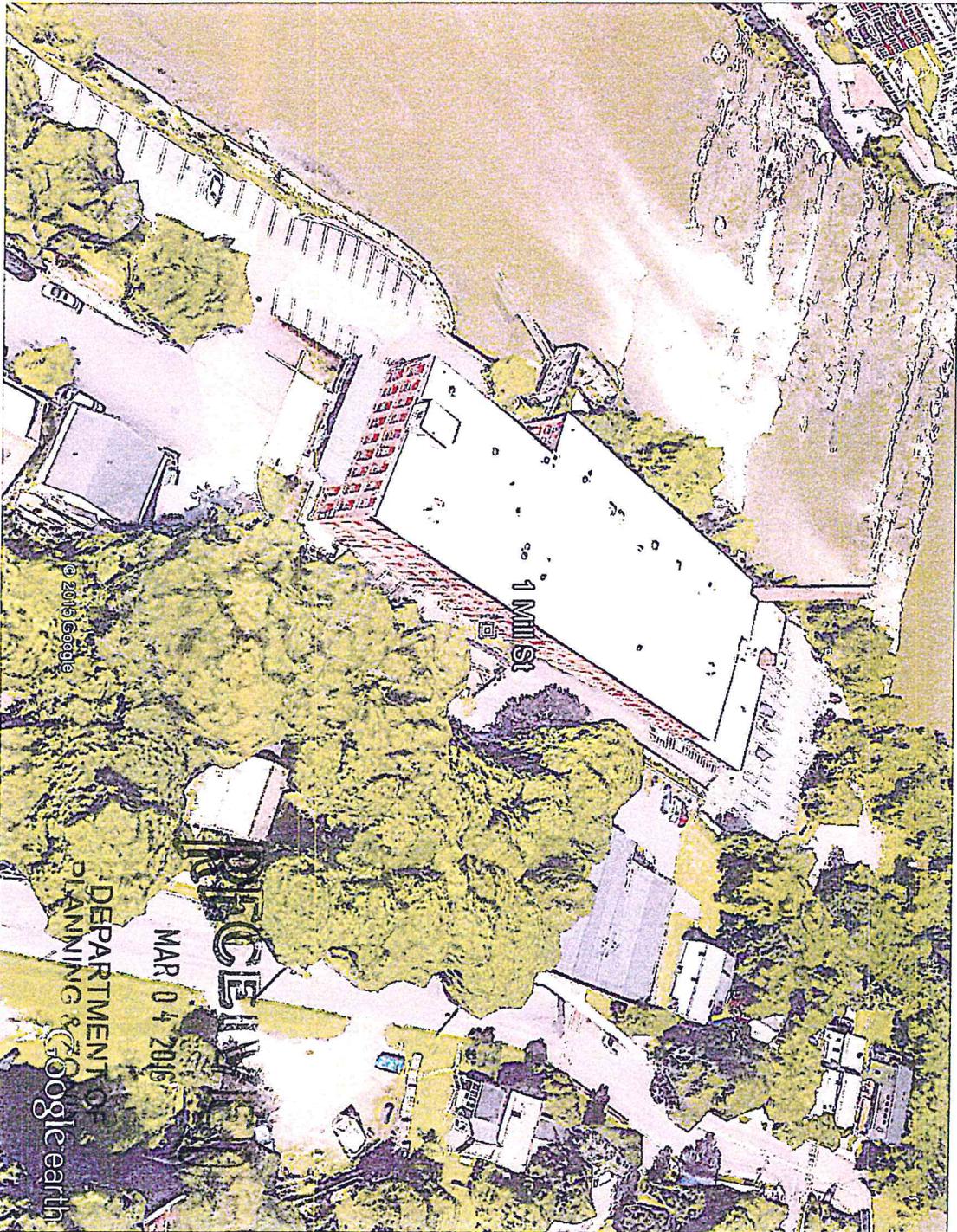
Time (AM)	MIII → A	A → MIII	MIII → B	B → MIII	B → A
8:30 - 8:34	1	0	4	0	0
8:35 - 8:39	3	0	1	2	1
8:40 - 8:44	3	2	1	0	0
8:45 - 8:49	3	1	4	0	0
8:50 - 8:54	5	2	2	2	0

Total Vehicles per 5 minute time block  
4 Mar. 2016

Time (PM)	MIII → A	A → MIII	MIII → B	B → MIII	B → A
2:05 - 2:09	2	2	0	2	0
2:10 - 2:14	0	1	0	1	0
2:15 - 2:19	2	3	5	3	0
2:20 - 2:24	0	2	0	1	1
2:25 - 2:29	1	2	1	1	0

Total Vehicles per 5 minute time block  
3 Mar. 2016





Google earth

feet  
meters  
100

60



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Entrances to space  
Dedicated School Drop off & handicap spaces  
Area of future guard rail

The Winooksi River

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*New idea  
we could crosswalk  
this yellow area*

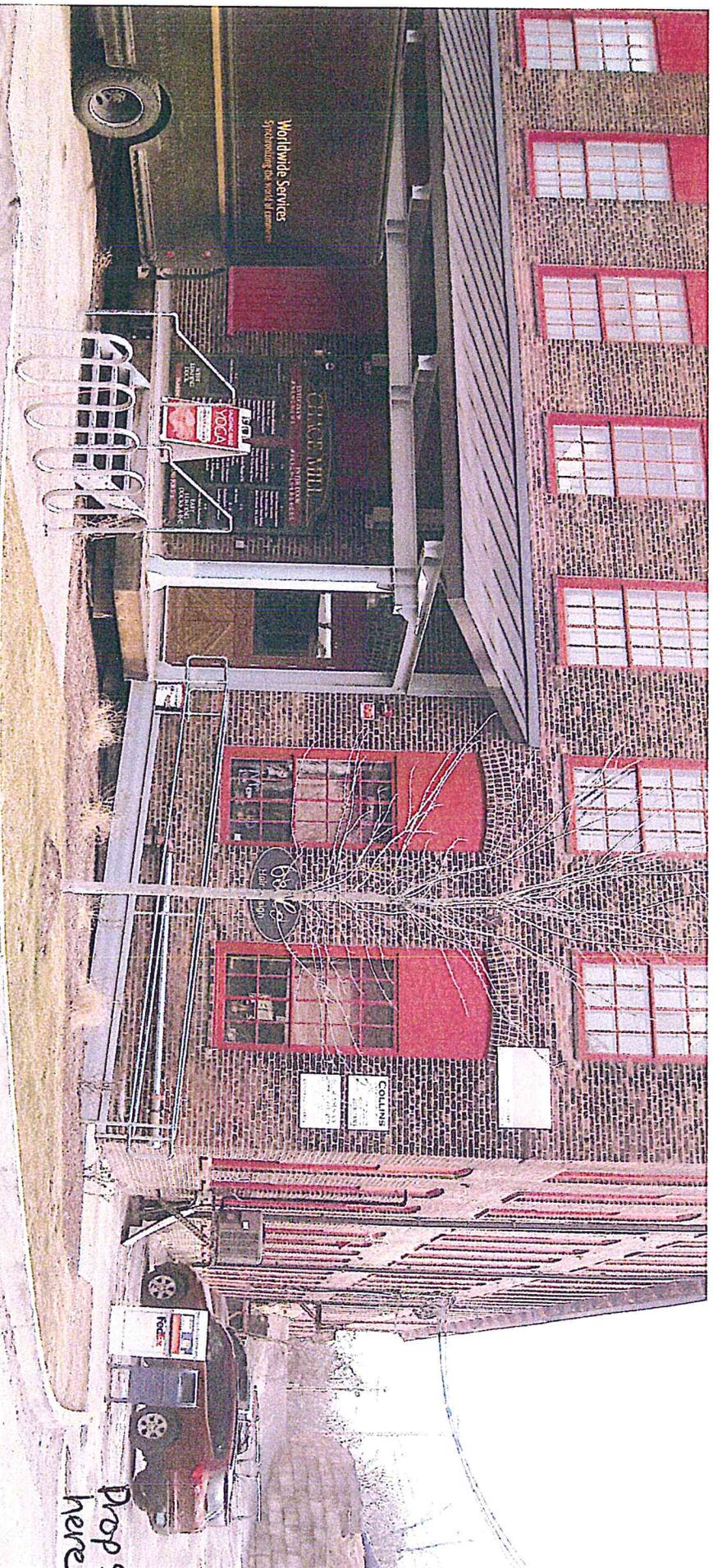
*Along the green as a walking path*



CHACE MILL  
PARKING LOT NAVIGATION  
& ORIENTATION PLAN  
FOR ONTOP 2/16/16

*1/16/16*

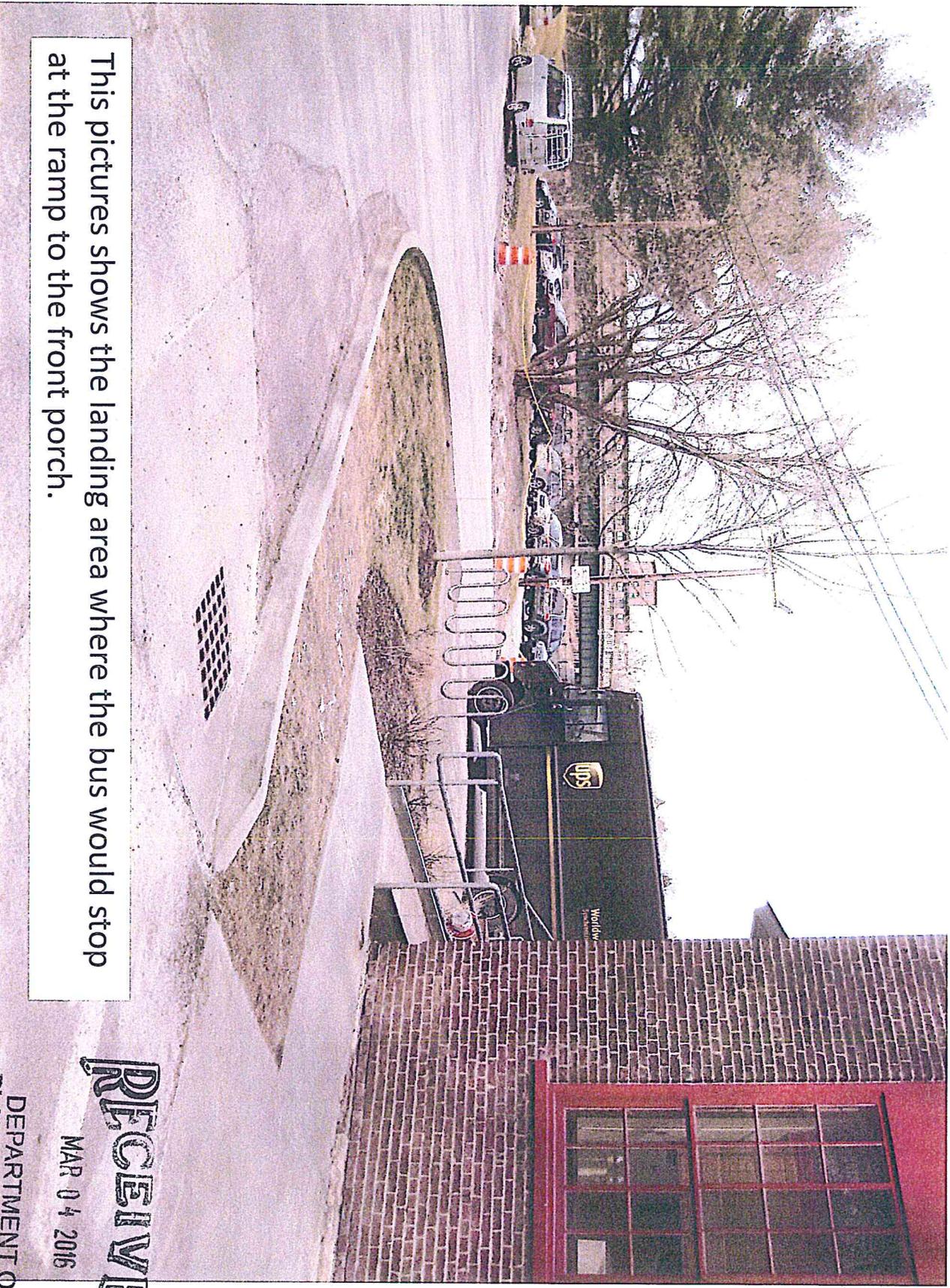




Front of Chace Mill, Porch entrance with handicap ramp (First Floor)  
Proposed BSD Bus drop off location near Fed X box which is  
Right at entrance pavement to handicap ramp. Once inside  
a student would go 6' into vestibule and take the entry door  
down to the River level or continue down the hallway to a class  
room on the Frist Floor.

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Drop off  
here



This picture shows the landing area where the bus would stop at the ramp to the front porch.

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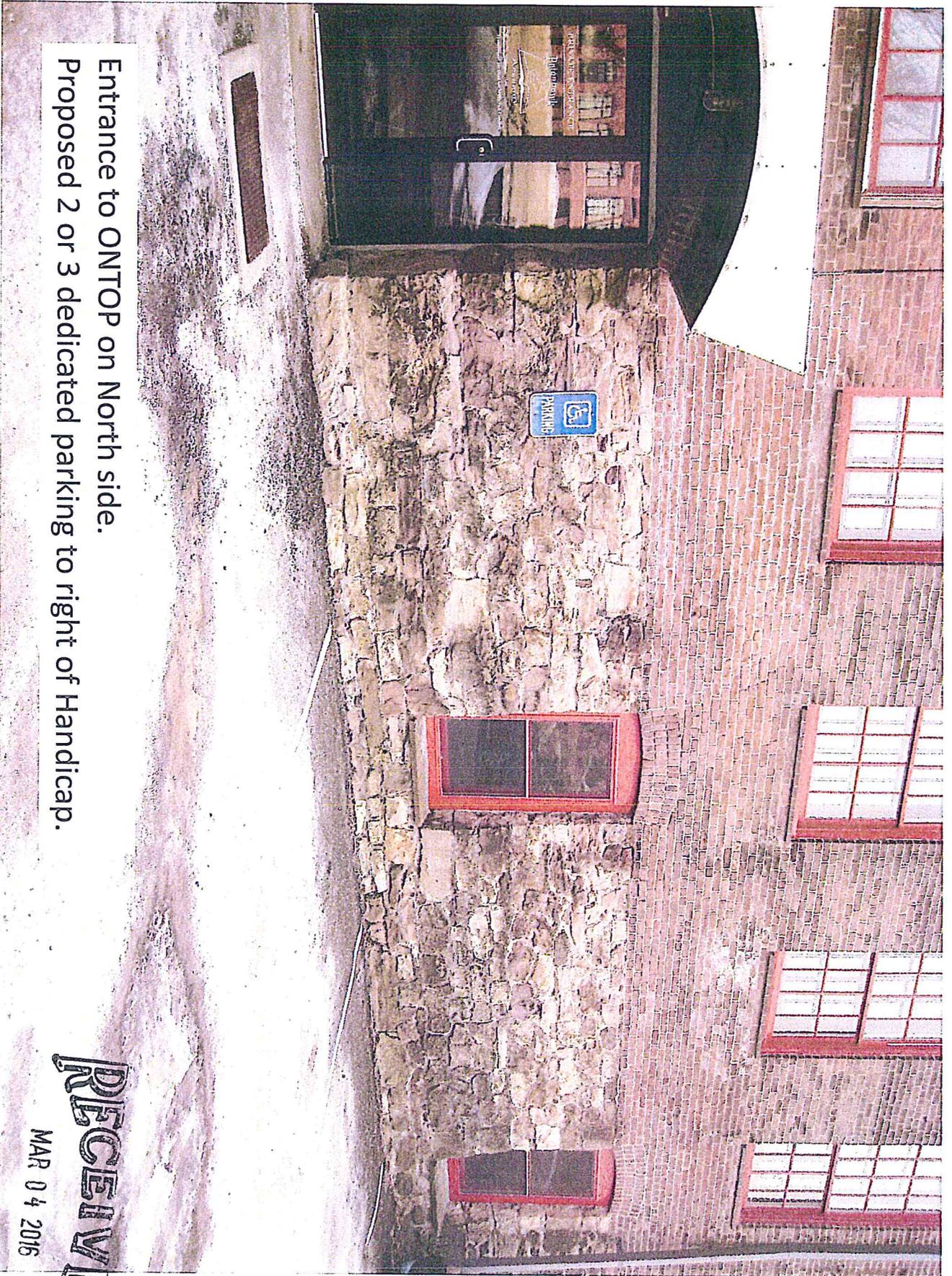


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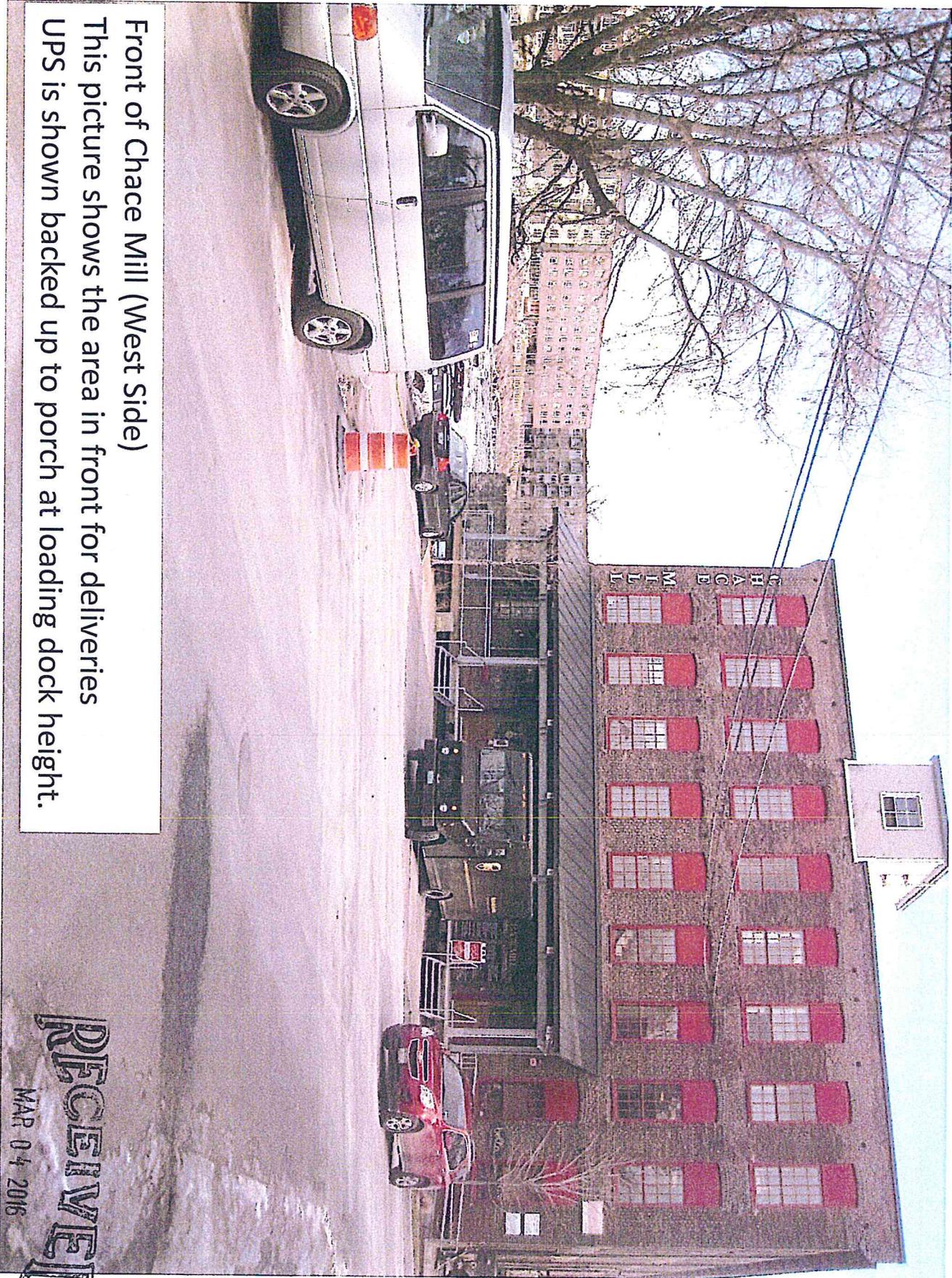
Entrance to ONTOP on North side.  
Proposed 2 or 3 dedicated parking to right of Handicap.

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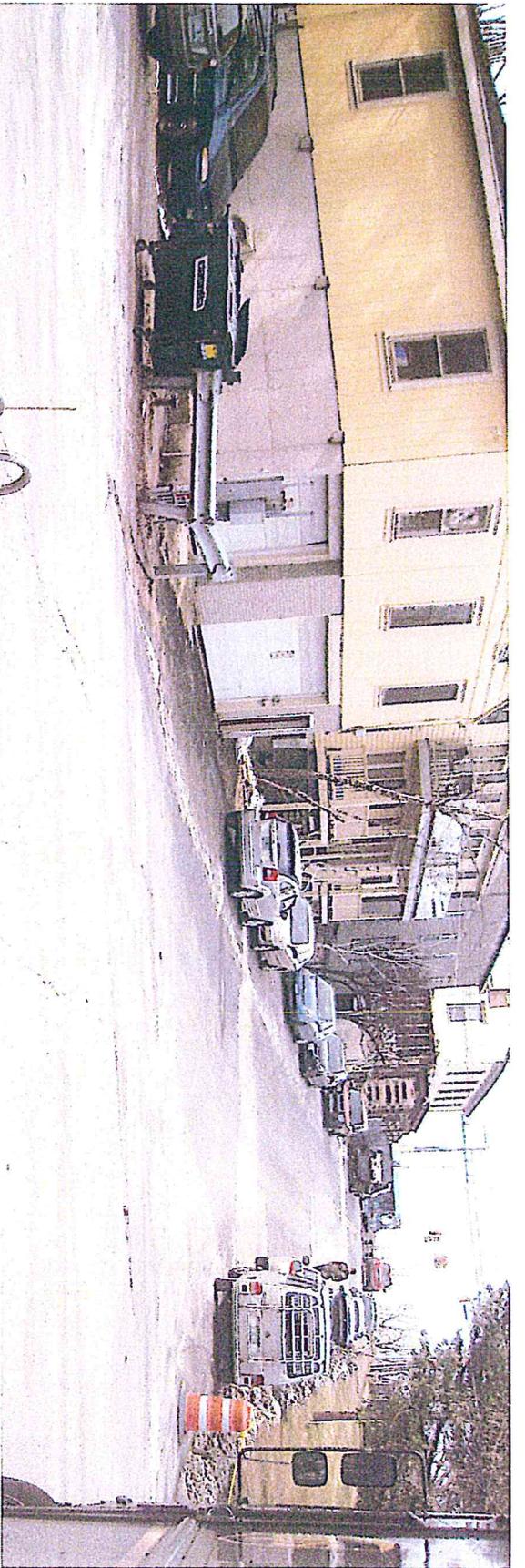


Front of Chace Mill (West Side)  
This picture shows the area in front for deliveries  
UPS is shown backed up to porch at loading dock height.

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This pictures taken from the front porch shows Mill Street- a person walking on it. Mill Street ends and Chace Mill property starts right about where the person is.



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