TRUSTEES MEETING NOTICE & AGENDA
TUESDAY, JULY 8, 2014 at 6:30 PM
LINCOLN HALL MEETING ROOM, 2 LINCOLN STREET

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE TO FLAG** [6:30 PM]
2. **AGENDA ADDITIONS/CHANGES** [6:30 PM]
3. **GUESTS, PRESENTATIONS AND PUBLIC HEARINGS** [6:35 PM]
   a. Comments from Public on Items Not on Agenda
4. **OLD BUSINESS** [6:35 PM]
   a. None
5. **NEW BUSINESS** [6:35 PM]
   a. Review Updated Comprehensive Plan
   b. Appeal of School Impact Fee for Green Meadows Apartments
6. **VILLAGE MANAGER'S REPORT** [7:30 PM]
   - Trustees meeting schedule
7. **TRUSTEES' COMMENTS & CONCERNS/READING FILE** [7:35 PM]
   a. Board Member Comments
   b. Minutes from other boards/committees:
      1. Planning Commission 6/5/14 & 6/19/14
      2. Bike/Walk Advisory Committee 6/16/14
      3. Tree Advisory Committee 6/16/14
      4. Zoning Board 6/17/14
      5. Block Party Committee 6/23/14
   c. Local Emergency Operations Plan 2014
   d. CCRPC Public Hearing Notice Proposed FYE 15-18 TIP 7/16/14
8. **CONSENT AGENDA** [7:40 PM]
   a. Approve Minutes of Previous Meeting 6/24/14
   b. Approve Warrants including check #10049559 through #10049614 totaling $227,622.58.
   c. Approve Request for Street Names for Village Walk Development: Hemlock Lane and Arbor Terrace
   d. Approve Request for Sole Source Radio Procurement for Fire Dept.
9. **ADJOURN** [7:45 PM]

Meetings of the Trustees are accessible to people with disabilities. For information on access or this agenda, call the Village Manager's office at 878-6944. Times on the agenda are approximate.

Agenda Addition
New Business a.

Patty Benoit

From: Robin Pierce
Sent: Monday, July 07, 2014 11:06 AM
To: Terry Hass; Patty Benoit
Subject: Fwd: Emailing: EssexJunctionTownPlanFormalReview070314
Attachments: Map5CommunityFacilities20140707.pdf; ATT00001.htm

For inclusion in the MP.

Thanks,

Robin.

Sent from my iPad

Begin forwarded message:

> **From:** Pam Brangan <pbrangan@ccrpcvt.org>
> **Date:** July 7, 2014, 10:49:21 AM EDT
> **To:** Regina Mahony <rmahony@ccrpcvt.org>, "Robin Pierce (robin@essexjunction.org)" <robin@essexjunction.org>
> **Subject: RE: Emailing: EssexJunctionTownPlanFormalReview070314**
>
> Attached map has Vermont Gas line and Electric transmission line.
>
> Pam
>
> Pam Brangan, GISP
> CCRPC Senior Planner
> 110 West Canal St.
> Suite 202
> Winooski, VT 05404
> 802.846.4490 ext. 22
> Check out the recently updated ECOS Map Viewer
>
> -----Original Message-----
> From: Regina Mahony
> Sent: Thursday, July 03, 2014 3:41 PM
> To: Pam Brangan; Robin Pierce (robin@essexjunction.org)
> Subject: FW: Emailing: EssexJunctionTownPlanFormalReview070314
>
> Hi Robin & Pam,
>
> Lee has conducted his review of the Essex Junction Comp Plan for the PAC - and found that none of the maps include major transmission lines like electric and gas. Is that something that we can add to Map 5 (Community Facilities for lack of a better place) and have the Trustees make that change?

DRAFT Map 5: Community Facilities Essex Junction

2014 Village Plan

1:15,000

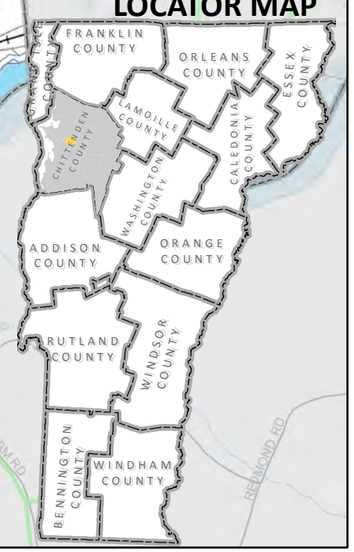
N W E S

Legend

- Municipal Office
- Fire/Rescue
- Police Department
- Post Office
- Library
- Fairgrounds
- Public Works
- WTP — Wastewater Treatment Plant
- Elementary/Middle School
- High School
- Childcare
- Vermont Gas Line
- Electric Transmission Line
- Road Centerline
- Railroad
- Stream Centerline
- Water Body
- 2013 Tax Parcel Boundary

0 0.25 0.5 Mile

LOCATOR MAP



Source:
Childcare - updated by CCRPC using Childcare Resources info, 5/2014.
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by site inspections and/or surveys by registered surveyor. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

CHITTENDEN COUNTY RPC
Communities Planning Together

7/7/2014

Document Path: D:\Projects14\EssexJun\VillagePlanCommFacilities20140707.mxd

RECEIVED
JUL 03 2014
Village of Essex Junction

4 Pearl St Investments LLC Land Use Permit 4C1264

These are the concerns of those holding Party Status regarding the Applicants findings and conclusions. Respectfully, Anne Whyte, Hugh Gibson, Peter Sloan, Frank Naef, Linda McKenna

Project Overview

Project Overview, articles 5-8

Applicant offers a definition of Village Center that omits a key part of the designation. See 24 V.S.A. €2793 a(c).

Reference: Previously submitted clear written community standards intended to preserve the aesthetics of the area. (Village application for Village Center Status)

Item 9:

Applicant states in the Project Overview, #9. on page 3 "...no Planning Commission waivers were required for the height, bulk, density, or parking of the Project."

This is not correct. The applicant did in fact ask for, and receive, a waiver regarding the width of parking spaces in the above ground lot. Applicant also requested a waiver regarding the loading spaces.

In the General Development (Site Plan) Standards, Section 703 B. 2 Size

> *All loading spaces shall be of sufficient size to allow necessary maneuvering for deliveries without encroaching upon the public right of way, parking spaces, or internal parking lot circulation unless a specific waiver is approved by the commission. Loading spaces shall be fifteen (15) feet wide by twenty-five (25) feet in length. The Commission may require greater dimensions if deemed necessary to handle projected truck traffic volumes.*

According to the 24 V.S.A. 4407 (12) #3 (see page 5 in the July 18, 2013 Staff Report) waivers may ***only*** be granted for:

a. **Unique physical characteristics of the site.** The site is very flat. There are no physical impediments to work around.
b. **Superior building design, lot layout and landscaping design.** Parking space design is extremely tight for cars, delivery trucks and pedestrians.

c. Parking spaces and loading spaces are to the contrary, extremely poorly planned with inadequate turning radiuses for delivery trucks entering and exiting the site.
d. **Provision of public open spaces or superior bicycle and pedestrian access**. To the contrary, the design will remove almost all of the current open public space. Lot coverage increases from 51.1% to 94.7%. The existing sidewalks on Park St and Pearl St were sufficient for the site. The Village has spent a lot of money for brickwork, lighting and pedestrian crossing mechanisms. Our concern is that the parking lot, as currently designed will become a dangerous and congested space for vehicles, trucks and most importantly for pedestrians in the parking lot. Drivers who park in the middle section and the Northern row of angle parking must walk behind other parked cars and dodge other cars and trucks as they make their way into the building. The will not be superior access for cars, trucks, pedestrians or bicyclist from the Park Terrace access. The site design encourages risky behavior as everyone shares a 19' wide access point without a sidewalk.
e. **Joint or combined vehicular access with adjoining properties**.

The Staff engineer on page 11 of the same Staff Report states: "*We note that the proposed parking spaces located directly adjacent to Park Terrace are fairly steep with grades approaching 8%. Parking spaces in this range can lead to issues with difficulty opening vehicle doors and the doors remaining open, as well as drivers slipping as they enter/exit vehicles during periods of snow and ice. We recommend Applicant consider reducing the grade of these parking spaces, as the opportunity to do so appears to exist.*

In a Staff Report written by Robin Pierce, Development Director for the Village, dated July 18, 2013 there is a discussion of the use of waivers that the Planning Commission may grant.

In section 604. F. Parking : Due to unique characteristics of this District minimum parking requirements are established. However, the Planning Commission may require parking as a part of any Site Plan approval. The Planning Commission may waive this requirement due to site constraints.

There are no site constraints of the site that mandate a waiver be given. The problem with the lack of adequate parking spaces and the reduced size of said spaces in caused entirely by the oversized building the Applicant is proposing for this Site.

The Planning Commission, in its approval of December 19, 2013 granted approval but stated in 2. The loading requirement is waived with the stipulation the loading area be designated with the property at the west end of the building by the Pearl Street entrance.

Developer does not show this on his maps T1 or T2. There is a two lane access for vehicles entering the site from Pearl St and a lane for vehicles to exit the site, making a right turn towards Five Corners. There is no loading access that would not block traffic. Deliveries being made to the Park Terrace side of the building will have to leave the truck to physically hand truck items to commercial and residential tenants. The access from Pearl St is not wide enough to function as an access point and a loading area.

Criteria 5. Item 63, page 14 of Applicants Rebuttal

Project can be adequately served by trucks that meet Park Terrace's 16,000 pound weight limit.

In the maps submitted by the Applicant , T1 and T2, turning radiuses are shown for a Single Unit truck. There are no lane designations in the maps, but it appears that trucks entering the site from Pearl St and Park Terrace will need to cross over into adjacent lanes to enter and exit the site. It appears, but is unclear, due to the deficiencies of the maps whether or not truck traffic entering and exiting the site will also need to cross over into incoming traffic lanes in order to enter and exit the site without driving over the curb.

Applicant has maintained that there are no tenants yet. In spite of this, Applicant continues to assume the best case scenario for the size of trucks that will need to service the Tenants needs. Truck weight limits do not apply to trucks making deliveries to or from properties on the street. The weight limit would seem to be in place to curtail truck traffic from using Park Terrace and School St as shortcuts to Five Corners. However it would not seem that this would remove the onus of the builder to create a site where traffic and pedestrians can safely co-exist.

Criteria 5. Item 64 page 15

Applicant states that there will be adequate parking for peak periods. He further states that the zoning ordinances do not impose any minimum

parking requirements in the Village Center zoning district where the Project is located. The project will have 51 residential units. There will be 17,000 square feet of commercial space. Applicant does not know who the commercial tenants will be but anticipates the project will create 44 new jobs.(page 36, article 99 of the Applicant's rebuttal.

In the Village's General Development (Site Plans) Standards, cited by Mr. Pierce in his July 18 2013 Staff Report:

Section 703.C.3 of the Villages Land Development Code lists the parking requirements for each use in the Village. Two spaces per unit plus one guest for each 10 units must be provided on site.

In Article 64 Applicant states "...even assuming that occupants of the Project fill seventy five spaces (75) parking spaces (one space for every Project bedroom), there will still be a surplus of eleven spaces at the Project for commercial and residential use.

This is still demonstrably insufficient. **The Applicant's projection makes no accommodation for the commercial employees, or even, what every successful business must have; customers.** There is not sufficient parking for this project and it will impact the neighboring streets, as tenants and customers search out neighboring streets for parking. Applicant also optimistically states that there will be sufficient parking since commercial spaces will be available during the day while residential spaces will be most needed at night. Workers in Essex Junction, especially those working shift work at local plants, do not always work Monday-Friday, 9-5. Furthermore, the un-named Tenants could well be food service businesses that have early morning or late evening hours. In addition, 7 spaces in the above ground parking lot are designated as snow deposit sites. The periodic loss of these sites only exacerbates the lack of sufficient parking.

In Response to items 10 and 12:

From: Hugh Gibson, Party Status Member, 6 School Street, Essex Jct. Vt.

Re: Rebuttal to Applicant's Proposed Findings of Fact and Conclusions of Law By Gravel & Shea P.C. on Application No. 4C1264

I would like to provide a opposing, evidence supported, view on the following **Statements** found in the applicants proposed findings of fact and conclusions of law.

Statement by Developer: Page 1 item 2. "Essex is the second largest municipality in the State of Vermont with a population of 19,587". This statement is repeated 2 additional times in similar form on: **page 21, Item 80 and page 22, Item83.**

While this is true and I believe they provided this statement to support the idea that the scale of their proposed project is fitting with being in the second largest Vt. Municipality. That municipality they describe is the town of Essex. This proposed project is within the Village of Essex junction who is self-governed with its own planning commission and population being 9,498 (census 2012). That is less than half of the applicant's statement. Essex Town and the Village of Essex Junction are 2 distinct entities. Essex Town has no jurisdiction over what is built in Essex Junction. That is by design of the Junction's people who want to be known as a village with a village center. The village maintains their own Comprehensive Plan and a Land Development Code which holds to that vision.

Specifically, **LDC Chapter 6 Page 78, Section 604-A** contains the following. "It is the intent of this district to allow as new structures only those structures which are designed and constructed to be visually compatible with the historic character of the Village Center and similar to existing structures".

The scale of this project is "not visually compatible" or "similar to existing structures", and as the developer is eluding to, belongs in a bigger community, but that is not what we have here. Therefore I find their statement quantitatively incorrect and it does not support their argument. Noncompliance of this standard was addressed including photos in my previous submission to the Act 250 board. The proposed project does not fit a clearly defined statement of the Land Development Code.

Statement by Developer: Page 2 Item 8A. "As a matter of right, buildings within the Village Center District may be built to a height of "four stories or 58 feet, whichever is less."" This statement in similar likeness is repeated **5** additional times on: **Page 5, Item 14, Page 22, Item 83, Page 29 Item 87A, Page 31 Item 87B and Page 42 Item 129.**

It seems that the developer is stuck on this point in the fact that the code allows 58 feet and their building is approximately 54 feet therefore allowed. Well, if that was the only standard to meet then yes. Unfortunately there are other standards which overlap and in many cases you can't satisfy one without regards to others and assume you are not accountable to them. A good example is that of a driver on Interstate 89 going between Richmond and Montpelier. He is going 63 MPH in a 65 MPH zone but is pulled over by the State Police for speeding. He states his case that he can do 63 MPH because it is posted 65 MPH. "What is the problem officer"? The Officer says "that is true as long as other conditions are met. Those can include weather, traffic, emergency vehicles and/or road conditions due to construction. The weather is bad and a safe speed is not 63MPH. You put others at risk. We are not going to allow you to drive 63MPH under these conditions".

Likewise we have clear standards besides height which this project does not meet in terms of its scale. *Height alone happens to be only one dimension of mass.* The developer does not seem to understand that.

Those standards are:

LDC Chapter 6 Page 78, Section 604-A contains the following. "It is the intent of this district to allow as new structures only those structures which are designed and constructed to be visually compatible with the historic character of the Village Center and similar to existing structures".

and
LDC Chapter 6 Page 79-80, Section 604-E,4-A contains the following. "The relationship of building mass and architectural detail to open space and to the relative size of a person shall be compatible with such established relationships in the district".
It has been shown in previously submitted photos and pictorial comparisons that the "mass" of this project is not compatible with the surrounding buildings and therefore does not conform to the above 2 standards.

Statement by Developer: Page 6 Item 20. "As discussed below, the Village has approved other nearby developments, including three and four-story residential developments near the Project." This statement in similar likeness is presented on **Page 22 Item 83**.

To use a phrase beaten to death by Real Estate Agents, "It's all about location, location, location. The developer uses 2 other nearby projects as a form of justification for this proposal, those being the NECI on Park Street and Highland Village property on Pearl Street (page 22, Item 83). Unfortunately both of the projects are not located in the "Village Center" district, which means they do not need to conform to an extra set of standards for compliance. Having chosen the most prominent Village location in the heart of the Village Center definitely has to do with location, location, location and brings with it a different set of standards to abide by. Therefore, their point is not supportive in the form of a justification.

Statement by Developer: Page 4 Item 12. "The project building was unanimously approved by the seven-member Essex Junction Planning Commission on December 19, 2013." **Repeated in likeness 2 more times on Page 7 Item 20, Page 29 Item 87A.**

Given the Developer uses this statement as validation and does so in several places opens the opportunity for rebuttal. I submit to you that in fact the Planning Commission did unanimously approve this project. I also submit to you that I along with others personally attended prior meetings providing input on how this project did not satisfy several standards as pointed out in this submission, those relating to aesthetics and associated parameters of scale. In addition we asked for a 3D model which is clearly stated in the LDC as an option under Section 604 E-3 page 80 for *"understanding the fundamental design elements and important spatial relationships"*. This request was denied. I submit that although the planning commission had some well intentioned motives to approve this project they did so by ignoring compliance of specific standards set forth for a designated location, the "Village Center District".

In Conclusion:
1. The statement by the Developer that Essex Town is the 2nd largest municipality in Vermont is true but carries with it no justification for the proposed development project. The Town of Essex and Essex Junction are two distinct entities having separate governments. The proposed project must fit within the guidelines set forth by the Villages Land Development Code. It does not.
2. The Developer's proposed project is in noncompliance under ACT 250 criteria #8 with regards to aesthetics. That noncompliance, specifically "mass", does not satisfy two clear standards found in the Essex Junction Land Development Code.
   LDC Chapter 6 Page 78, Section 604-A
   LDC Chapter 6 Page 79-80, Section 604-E,4-A
3. The use of two other projects as justification by the Developer, those being, NECI and Highland Village are ***not*** located within the **Village Center** zoning district. Therefore they

are not subject to additional standards set forth in the **Land Development Code Chapter 6 Page 79 E** related to development in the Village Center District defined zone.

4. A request for a 3D model to understand spatial relationships of the proposed building with respect to surrounding properties was denied by the Essex Junction Planning Commission. The Essex Junction Planning Commission approved the project (although well intentioned) despite the noncompliance to two standards and multiple points of public input as to that fact.

I request that an ACT 250 permit be denied due to noncompliance of Criteria #8 Aesthetics. The project does not meet 2 standards set forth in the Essex Junction Land Development Code with respect to the Village Center District.

Hugh Gibson
6 School Street
Essex Junction, Vermont 05452

Item 20: Existing sidewalks

Applicant states the "Project will nearly triple the width of the existing sidewalks along Park Terrace and Pearl Street...."

Sidewalks along Pearl St and Park St were never a problem. The Village has recently improved sidewalks and lighting throughout the Village. The Applicant ignores the lack of sidewalk on Park Terrace. As the main entrance and exit for the Project, Park Terrace's lack of sidewalk creates an extremely dangerous situation for pedestrians and bikers. Parked cars backing out from newly created spaces at the foot of Park Terrace will also place pedestrians and bikers in peril as they navigate the street.

Item 56: They say that there will be **three** curb cuts but in looking at the map, we see that there are actually **four**. The additional 7 spaces of parking on Park Terrace, while not counting as street parking, will dramatically impact the flow on Park Terrace and the corner. We understand that VTRANS does not have input to the traffic on Park Terrace and we see no statement from the Village of Essex Junction as to the impact to that street of this project.

Item 57: The width of Park Terrace being 19 feet instead of the minimum of 24 feet for a 90 degree turn as stated in the Staff Report of Village of Essex Junction, July 18, 2013.
The applicant has included the street as the turning aisle and while that is allowed, the total footage of the turning aisle will only be 19 feet as opposed to the 24 feet of standard practice.

Item 61/62: We see no indication of the second loading lock within the parking lot. The only loading dock they show is off Pearl Street and even that is not integrated into the diagram. What they do show seems to be a part of the traffic pattern within the developed property. The diagram shows no lane lines for turning radium of the trucks and whether or not they will merge into the second lane of oncoming traffic. There is also an omission of the turning radius needed for trucks entering and exiting into and out of Park Terrace. It is shown that trucks exiting the property may turn right onto Park Terrace and then right onto School Street. There is no diagram as to the impact on School Street and then a (left turn) on to Route 15. There is parking allowed on one side of School Street which further narrows the street. Again, there are no lane diagrams.

Item 71: As drawn, Park Terrace from the intersection with Park Street up to the underground garage, present great danger for pedestrians and bikers. There are four curb cuts and no sidewalk.

We are glad to see that the applicant added 5 feet to the buffer of the parking spaces. We still have grave concerns about parking on that corner as there isn't enough space for cars to back out, enter and exiting nor for pedestrians to share the space (notably school children).

Item 78: As neighbors and citizens, we do not feel that we were given the opportunity to reasonably consider the visual impact of this development on our properties. Some of us attempted to attend the Planning Commission in July, 2013. The doors were closed (and locked) and the air conditioning was running. Even after knocking on the doors, we were not allowed to enter. It is probable that the noise of the air conditioners prohibited their hearing out pleas, but we never the less were excluded. This was reported to the Village office the following day.

Item 97: There have been many references to the Regional Planning Board when the discussion has focused on the size and density of the project. It seems to be true that the Regional Board is interested in curbing sprawl and increasing density, but we are very concerned that their goals are driving the decision made by our Village Planning Commission rather than the Village Plan itself.

Item 99: It is stated that there is a planned 11 surplus parking spaces after residential parking (Criterion 5, Article 64), and that there will be potentially 44 jobs in the commercial space. There is no obvious plan for the parking of either the customers or for the employees.

Here is part of the Village's application for status as a Village Center.
Overview, article 9

Village of Essex Junction
Village Center Application
June 21, 2005

Village Center District Boundary

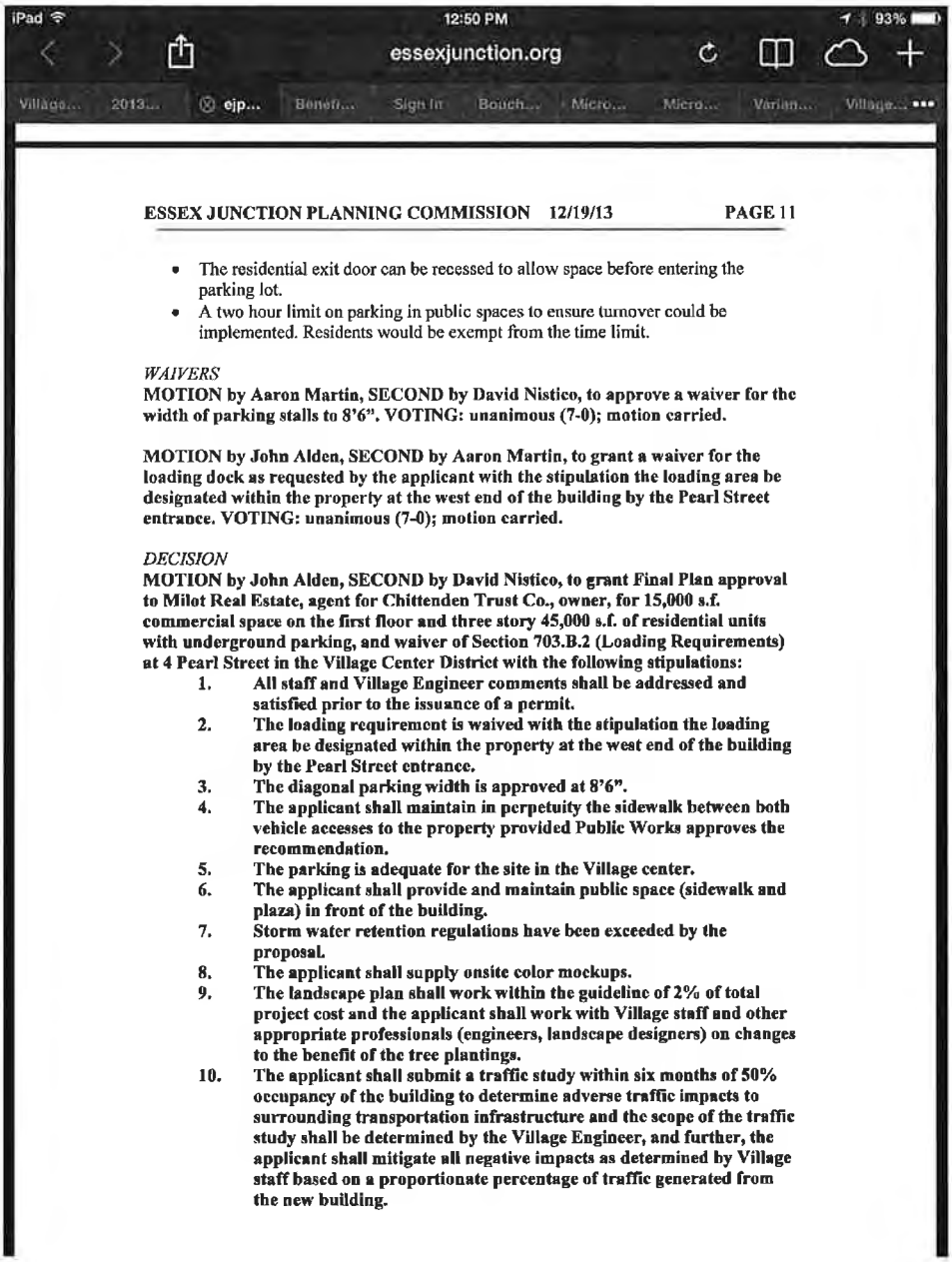
Essex Junction, through its local planning process, established the "Village Center" zoning district to protect and enhance the unique historic core of Essex Junction. The Village Center District is consistent with the statutory definition listed in the Village Center Application as it includes a mix of commercial, institutional, residential, civic and religious uses in a compact pedestrian friendly environment.

The proposed Village Center District is centered on the Five Corners Intersection, which is created by the intersection of 3 state highways. The Village Center District is the home to many civic and institutional uses including the municipal offices, the library and the fire station which has made the Village Center an ideal location for lawyer and real estate offices as well. The Village Center includes national register historic district, which consists of the commercial buildings along Main Street and Railroad Avenue (See Figure 3). Several residential type structures have converted to low impact commercial uses such as professional offices, personal services and specialty retail while preserving the character of the Village Center District. Other conversions of residential structures to commercial uses may occur in the future, but retention of the historic character of the Village Center is mandated by the Village plan and local zoning. In addition, development in the Village Center is regulated through a Design Control District.

Here is the definition of a Village Center vs. a Downtown from the State of Vermont website. Essex junction does not currently have a "Downtown" Status. We could find no application for such a status on file.

The Downtown Development Act provides a variety of benefits to communities whose downtowns receive designation as Downtown Development Districts. These guidelines are intended to clarify the requirements for designation. Application for designation is made to the Downtown Development Board, which has 45 days to make a decision following receipt of a complete application. Applications for benefits to the Downtown Development Board can only be made after the downtown has been designated.
Downtown revitalization occurs with a comprehensive effort by the downtown's stakeholders across a variety of program areas and projects, rather than as a result of one or two big projects. It also depends on strong and sustained local leadership from both the public and private sectors. Through this Act, the state has chosen to allocate additional resources to those communities that have made these commitments to their own downtowns.

Project Overview, article 9 developer states that no waivers were requested for the height, bulk, density or parking for the project. This statement is false. Waivers were given for the loading



ESSEX JUNCTION PLANNING COMMISSION 12/19/13 PAGE 11

- The residential exit door can be recessed to allow space before entering the parking lot.
- A two hour limit on parking in public spaces to ensure turnover could be implemented. Residents would be exempt from the time limit.

WAIVERS

MOTION by Aaron Martin, SECOND by David Nistico, to approve a waiver for the width of parking stalls to 8'6". VOTING: unanimous (7-0); motion carried.

MOTION by John Alden, SECOND by Aaron Martin, to grant a waiver for the loading dock as requested by the applicant with the stipulation the loading area be designated within the property at the west end of the building by the Pearl Street entrance. VOTING: unanimous (7-0); motion carried.

DECISION

MOTION by John Alden, SECOND by David Nistico, to grant Final Plan approval to Milot Real Estate, agent for Chittenden Trust Co., owner, for 15,000 s.f. commercial space on the first floor and three story 45,000 s.f. of residential units with underground parking, and waiver of Section 703.B.2 (Loading Requirements) at 4 Pearl Street in the Village Center District with the following stipulations:

1. **All staff and Village Engineer comments shall be addressed and satisfied prior to the issuance of a permit.**
2. **The loading requirement is waived with the stipulation the loading area be designated within the property at the west end of the building by the Pearl Street entrance.**
3. **The diagonal parking width is approved at 8'6".**
4. **The applicant shall maintain in perpetuity the sidewalk between both vehicle accesses to the property provided Public Works approves the recommendation.**
5. **The parking is adequate for the site in the Village center.**
6. **The applicant shall provide and maintain public space (sidewalk and plaza) in front of the building.**
7. **Storm water retention regulations have been exceeded by the proposal.**
8. **The applicant shall supply onsite color mockups.**
9. **The landscape plan shall work within the guideline of 2% of total project cost and the applicant shall work with Village staff and other appropriate professionals (engineers, landscape designers) on changes to the benefit of the tree plantings.**
10. **The applicant shall submit a traffic study within six months of 50% occupancy of the building to determine adverse traffic impacts to surrounding transportation infrastructure and the scope of the traffic study shall be determined by the Village Engineer, and further, the applicant shall mitigate all negative impacts as determined by Village staff based on a proportionate percentage of traffic generated from the new building.**

requirements and for parking lot width requirements.

Section D - **Civil Engineering report:**

(We found the included map difficult to read in part because of its size and in part because of what it excluded). A better map would have included lane markings for all the roads. Our questions based on these maps are as follows:

- 1. Map T-1 As trucks drive on Route 15 towards Five Corners: will the truck need to use part of the left lane to make the corner? Will a truck need to use part of the traffic lane used by oncoming traffic to make the turn into 4 Pearl St.?

- 2. Will trucks entering from Pearl St need to use the other exiting lane to make the sharp turn?

- 3. Where is the loading dock? Unclear from the supplied maps. Will trucks exiting the Pearl St exit to make a right need to swing into incoming traffic to make the turn?

- 4. Where are the sidewalks for pedestrians in the parking lot? The lanes that park on the Park St side have a sidewalk. The middle row of parking and the interior row of parking have nowhere to walk but directly behind parked cars and in the path of parking lot traffic and delivery trucks.

- 5. Map T-2 Trucks exiting the parking lot on Park St must make a very sharp turn to enter Route 15 traffic. Can this be done without crossing lane lines?

- 6. Where are the pedestrians safest? The intersection of Park Terrace and Park St. will also have parked cars backing out into traffic. There is no sidewalk for pedestrians on Park Terrace.

- 7. Trucks and traffic exiting 4 Pearl St can exit to Park Street or travel up Park Terrace to School St. to take a right turn to Route 15/Pearl St. There is parking allowed on the west side of School St. Can we see turning radiuses for the Park Terrace & School St intersection, allowing for parked cars. Can we see a turning radius for trucks exiting School St going in either allowed direction.

- 8. Trucks approaching from Route 2A from either direction, Route 15 Southbound, and Maple Street can only enter from Park St. Turning radiuses take trucks over lanes lines going in the same direction and crossing lane lines into oncoming traffic. It is our experience that passenger cars and SUV's are also going to cross across lane lines because the corners are so sharp and Park Terrace is so narrow. It is expected that there will be cars or another truck in the other lane waiting to exit while other vehicles are waiting to pull in.

- 9. The size of the truck used in these charts seems very small. Will small retail stores and the high volume restaurant that the Developer wants to lease need to take deliveries from larger trucks?
- 10. Will a second truck be able to enter the site without blocking traffic while another truck is unloading?
- 11. Will a car be able to exit or enter the site while a truck is unloading?
- 12. How can cars back out safely at the foot of Park Terrace while traffic is turning onto Park Terrace?
- 13. Where will tenants unload furniture and appliances, etc. without blocking traffic?
- 14. Where are the mail boxes? Where will the postal truck park without blocking traffic?
- 15. Is there enough room for emergency vehicles to enter from the Park St. entrance?

Supplemental visual analysis: We are still waiting for a high quality, 3-D rendering. It is difficult to make accurate comparisons of mass, scale and historic integrity with the "pictures" supplied by the Developer. None are at street level and show the existing buildings next to the proposed building. Since none of us can fly, the value of the aerial shots is minimal when one is trying to compare mass and scale with the neighboring Village Center.

- 1. This photo was taken from a distance. It was taken at the S. Summit/Pearl St. intersection, where the elevation is significantly higher than the corner of the proposed development. This makes the proposed building seem smaller than it actually is.
- 3. The photo (View from School Street) does not accurately include the whole of Park Street School; an historic building that is only 2 stories high.
- 4. Aerial shot does not allow comparison to other buildings; "as the crow flies" does not seem the best way to compare mass and scale to other buildings

- Criterion 5 (traffic)

- Item 57: Developer states that there will be only three curb cuts on Park terrace. As far as we can tell, there will be four. There will be one cut for incoming traffic, one for exiting traffic and a third for entering and exiting the underground parking. A fourth curb cut is proposed for the intersection of Park Terrace and Park Street. This is a new cut that would enable the developer to place an additional 7 parking spaces.

- We are especially concerned about the ramifications these spaces will have for drivers, pedestrians and bikers. Park Terrace cannot accommodate the traffic the project will generate. Parked cars in the 7 spaces will be blindly backing out into incoming traffic. A pedestrian or biker who happens to be there is going to need to practice evasive maneuvers to avoid being hit. This will be even worse during winter. The planning commission does not have jurisdiction over public streets. Following is the Village code that prohibits parking along the entire length of Park Terrace. With the new fourth curb cut, the Developer is creating parking that is at odds with the code.

• VILLAGE OF ESSEX JUNCTION, VT

• MUNICIPAL CODE

• CHAPTER 8

• AN ORDINANCE RELATING TO MOTOR VEHICLE REGULATIONS

• ALL ORDINANCES CONTROLLING ITEMS OF STREET PARKING, STOP SIGNS,

- TRAFFIC LIGHTS, SPEED LIMITS, AND ETC. HAVE BEEN COMBINED UNDER

• THIS CHAPTER.

- SECTION 801. PARKING:

- There shall be no parking of motor vehicles, of any kind, within the public right-of-way on either side of the following named public streets and described areas:
- Brickyard Road from Main Street in an easterly direction for a distance of 225 feet to

- Sugartree Lane and from the east entrance of East Creek Condominiums to the east

- entrance of #60 Brickyard Road.
- Crestview Road from Main Street in a westerly direction for a distance of 100 feet.
- IBM entry road off of Park Street.
- Hillcrest Road - from its intersection with Prospect Street for a distance of 90 feet in a
- southerly direction (1/28/03).
- Iroquois Avenue - westward 60 feet from Park Street.
- Lincoln Street - from the 5 corners northeasterly for 150 feet.
- Lincoln Terrace - its entire length.
- Main Street - From Five Corners northeasterly for 100 feet; Southwesterly of the railroad tracks
- for a distance of 100 feet; northeasterly of the railroad tracks for a distance of 290 feet
- 25 feet west of Pleasant Street to the Village limits.
- In the pass-through between Main Street and Lincoln Street, (between the Bank North property and Memorial Park).
- Maple Street - its entire length.

Park Street- on the west side from the Five Corners to the most southerly railroad tracks, on the east side of Park Street from the Five Corners to the northerly railroad tracks, on the east side between the north and south railroad tracks. (adopted 4/10/90)(Amended 1/12/93)

****** PARK TERRACE, ITS ENTIRE LENGTH**

- Pearl Street - its entire length.
- Prospect Street - westward 200 feet from Lincoln Street.
- River Street - its entire length.
- Rivendell Drive - within 200' of Maple Street.
- South Summit Street - from Pearl to the railroad tracks.

- Summit Street - north of Pearl on the west side and on the easterly side from the main
- entrance of Summit Street School to the driveway of #19 Summit Street (amended)

- Criteria 5 Item 60
  - Developer states that emergency vehicles have access to the site. The fire department does indeed have a clear line of site to the Project, however if the emergency required access from the Park Terrace entrance, would they fit?
- Criteria 5 Item 61
  - Developer states that loading and unloading will be conducted from the Pearl St access drive as well as the surface parking lot in the rear of the building.
    - Where is the loading dock? The map is unclear about the two sites. Will it be possible for traffic, both vehicular and pedestrian, to pass by safely?
  - Criteria 5. Item 62
    - Developer touts the creation of a 30 foot "buffer" zone for cars that are exiting the new spaces at the foot of Park Terrace. It is unclear from the diagram where this zone is.
  - Criteria 5 Item 63

- Developer asserts that the Project can be adequately served by trucks that meet the 16,000 lb. limit for Park Terrace. However the Developer has consistently said that the Project has no tenants lined up. Therefore, Developers claims are entirely unsubstantiated. It is very common for commercial businesses to take deliveries from much larger trucks, that would not fit into the Project. Tenants will also be taking deliveries from moving trucks and furniture and appliance delivery trucks. It seems very clear from the maps provided in section D that even these optimistically small delivery trucks need to swing into adjacent and oncoming lanes of traffic to enter and exit the building.

- Criteria 5. item 64

  - Developer maintains that there is adequate parking for peak periods. Developers claim that "even if occupants of the project fill 75 parking spaces, there will still be a surplus of 11 spaces". Since the Developer is unable to tell us who the commercial tenants are is it fair to assume that the Tenants may have a Manager and one or two employees? Where will the customers park?

Of the 11 "surplus" spaces, 7 are planned to accommodate snow piles prior to off-site removal. Developer further speculates that tenant demand will be lightest during the day, however in today's world of shift work, an assumption that all Tenants will work 9-5 Monday to Friday, seems a bit optimistic.

- Criteria 5. item 65 and 67
  - Developer maintains the Project will not create unreasonable congestion or unsafe conditions.
    - It is true that congestion and unsafe conditions already exist. Since we do not know who the potential commercial Tenants will be, it seems fair to assume there will be an impact on existing traffic. There will be no new traffic lights to assist vehicles making turns. There is no sidewalk for the pedestrians and bikers. Park Terrace will be less safe for vehicles, pedestrians and cyclists. When someone is hit by a car there will not be a distinction made whether it was from old traffic or new. The traffic study cited is flawed. The bank had operated with one drive up window for 16 years. If square footage of the bank is used to calculate traffic, then there must be an allowance for usable square footage. The bank has a very large, open atrium that is not usable square footage.
  - Criteria 5 Item 71
    - Developer asserts there will be no unsafe conditions for pedestrians or bikers. While Developer is to be commended for enlarging the already adequate sidewalks next to the existing green spaces of Pearl St and Park Terrace, Developer seems to dismiss the peril of pedestrians and bikers on Park Terrace. Applicants offer to shift parking spaces on Park Terrace seems to totally ignore the very real issues that Park Terrace will have servicing this Project.

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July 3, 2014

HAND DELIVERED

Stephanie H. Monaghan, District Coordinator
District #4 Environmental Commission
111 West Street
Essex Jct., VT 05452

Re: 4 Pearl Street Investments, LLC
Land Use Permit Application No. 4C1264

Dear Stephanie:

Enclosed please find one original and four copies of the Applicant's Rebuttal Response to the Parties and Friend of the Commision, along with the referenced exhibit and our Certificate of Service.

Please let me know if you need any additional information to process the application.

Very truly yours,

GRAVEL & SHEA PC

Robert H. Rushford

RHR:jar

Enclosures

cc: Parties on Certificate of Service (w/enclosures)

CERTIFICATE OF SERVICE

I, Robert H. Rushford, Esq., attorney for 4 Pearl Street Investments LLC, certify that on July 3, 2014, I served a cover letter with enclosed Applicant's Rebuttal Response to the Parties and Friend of the Commission, by causing the original to be hand delivered to Stephanie H. Monaghan, District Coordinator and to the following a copy thereof, postage prepaid:

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FOR YOUR INFORMATION
District #4 Environmental Commission
Tomas A. Little, Chair
Marcy Harding/Thomas Getz
111 West Street
Essex Junction, VT 05452

Jason Starr
The Essex Reporter
jason@essexreporter.com

Dated: Burlington, Vermont
July 3, 2014

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For Applicants

<900793v1/RHR>

STATE OF VERMONT
DISTRICT #4 ENVIRONMENTAL COMMISSION

Re:	4 Pearl Street Investments, LLC 32 Seymour Street Williston, VT 05495	)	Application No. 4C1264

APPLICANT'S REBUTTAL RESPONSE
TO THE PARTIES AND FRIEND OF THE COMMISSION

NOW COMES the Applicant, 4 Pearl Street Investments, LLC (the "Applicant"), by and through its attorneys, Gravel & Shea P.C., and hereby submits the following rebuttal response to submissions made by: (i) the State of Vermont Division for Historic Preservation ("DHP"); (ii) Linda McKenna ("McKenna"); and (iii) a collective response made by Anne and Matthew Whyte, Frank Naef, Hugh Gibson, Matthew and Christine Diem, and Peter Sloan ("Whyte et al." and with McKenna, the "Neighbors"). This rebuttal also addresses a submittal made by Michael Munson ("Munson"), who was conferred "Friend of the Commission" status.

I. RESPONSE TO DHP

DHP acknowledges on the first page of its submittal that the existing building at the Project site "is not a historic structure" and that the Project is not located within a historic district but merely "abuts" a historic district. *Letter from Division for Historic Preservation to District #4 Environmental Commission, dated June 18, 2014* (the "DHP Submittal") (emphasis added). Nevertheless, DHP concludes that the Project will cause an "undue adverse effect" on historic resources. However, DHP does not provide any evidence, supporting information, data, charts,

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or photographs in support of this conclusion. This is particularly noteworthy because the burden of proof with respect to this Criterion is "on any party opposing the applicant . . . to show an unreasonable or adverse effect." *In re Denio*, 158 Vt. 230, 236 (1992); *see also In re McShinsky*, 153 Vt. 586, 589 (1990); 10 V.S.A. 6088(b). Moreover, DHP did not respond to the specific instructions of the DEC to submit information and proposed mitigation. *Second Recess Order, District #4 Environmental Commission, dated May 29, 2014* (requesting that DHP provide "[a] written statement outlining the DHP's position on the proposed project, including proposed mitigation, if any"). (Emphasis added). Instead, DHP's proposed mitigation was a permit condition delegating authority from the DEC to DHP to redesign elements of the Project. This is an impermissible delegation of authority.

As demonstrated herein, as well as in the Applicant's Findings of Fact and the Village of Essex Junction's Letters to the District #4 Environmental Commission, dated June 12, 2014 and June 24, 2014 (the "Village's Letters of Support"), the Project will not cause an undue adverse effect on any historic resource.

To determine compliance with the historical site component of Criterion 8, the Commission does not use the Secretary of the Interior's Standard for Rehabilitation,[1] referenced by DHP as the applicable standard in its submittal. Rather, the Commission applies a three-part test evaluating: (i) whether the project site is or contains a historic site, (ii) whether the project will have an adverse effect on a historic site, and (iii) whether such adverse effect will be undue. *Re: Steven L. Reynolds and Harold and Eleanor Cadreact*, #4C1117-EB, Findings of Fact, Conclusions of Law, and Order at 5 (May 27, 2004); Natural Resources Board, *Act 250 Training Manual, Criterion 8 (Historic Sites)*, last revised January 8, 2014.

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1 This standard, as its name would suggest, applies to the rehabilitation of historic buildings or sites. As noted by DHP itself, the Project is not a historic site or located within a historic district; therefore, it is unclear whether DHP's application of this standard is appropriate.

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First, the Project does not contain any historic structures or historic sites. Second, the Project will not have an adverse impact on nearby historic sites. To determine whether an adverse effect exists on historic sites, the Commission will consider a number of important guidelines including

> (1) whether there will be physical destruction, damage, or alteration of those qualities which make the site historic, such as an existing structure, landscape, or setting; and
>
> (2) whether the proposed project will have other effects on the historic structure, landscape, or setting which are incongruous or incompatible with the site's historic qualities, including, but not limited to, such effects as isolation of an historic structure from its historic setting, new property uses, or new visual, audible or atmospheric elements.

Re: Middlebury College, #9AO177-EB, Findings of Fact, Conclusions of Law and Order at 10 (Jan. 26, 1990).

As noted above, there are no historic structures at the Project, and there will be no direct impacts on existing historic structures located on other surrounding properties. Because the Applicant has designed the Project building to acknowledge and complement the surrounding historic structures, there will also be no indirect impacts on surrounding historic structures. By using 350M brick, which bears close resemblance to the Drury brick used in older buildings throughout the Village, and other design features and colors that match and complement the surrounding architecture, the Applicant has taken extensive measures to make the Project compatible with the surrounding architecture. A more detailed explanation of mitigation measures taken by the Applicant is provided below.

Finally, even if it were determined that the Project somehow indirectly had an adverse effect on an historic structure, such an effect would not be considered an "undue adverse effect." The Commission considers four factors when determining whether an adverse historic effect is

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undue. *Re: Middlebury College*, #9AO177-EB, Findings of Fact, Conclusions of Law and Order at 10 (Jan. 26, 1990);

> (1) the failure of an applicant to take generally available mitigating steps which a reasonable person would take to preserve the character of the historic site;
>
> (2) interference on the part of the proposed project with the ability of the public to interpret or appreciate the historic qualities of the site;
>
> (3) cumulative effects on historic qualities of the site by the various components of a proposed project which, when taken together, are so significant that they create an unacceptable impact;
>
> (4) violation of a clear, written community standard which is intended to preserve the historic qualities of the site.
>
> *Id.*

The Project satisfies all four of the above factors. First, as further described below, the Applicant has incorporated a number of mitigating steps into the Project design. Second, the Project does much more than the existing bank structure to blend into the architectural surroundings of the Five Corners Area. Furthermore, the Project actually enhances the public's ability to interpret and appreciate the surrounding area by creating a more pleasant and usable streetscape from which to view the Project's surroundings including the nearby historic resources. Third, because the majority of parking for the Project will be underground and because the Project will not have an adverse impact on traffic in the area, no cumulative effects of the Project would adversely affect historic qualities of sites in the vicinity of the Project. Fourth, as further addressed elsewhere herein and in the Applicant's Proposed Findings of Fact, the Project does not violate a clear written community standard. In fact the Project not only complies with the Village of Essex Junction's Zoning Ordinance (the "Zoning Ordinance") and the Village Comprehensive Plan (the "Comprehensive Plan"), but the Village of Essex Junction Planning Commission unanimously approved the Project, and the Village President, on behalf of

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the Essex Junction Trustees and the Essex Junction government stated that "we believe the scale of the proposed building is appropriate for the location and that the design is compatible with the historic character of adjacent buildings and will provide an aesthetic standard for other anticipated building projects in the downtown." *Village's Letter of Support, dated June 12, 2014* (emphasis added).

Even after being provided with an exhaustive list of Project mitigation measures that the Applicant has taken throughout the design process in an effort to complement the historic surroundings, DHP still somehow claims that the Applicant has not taken mitigation measures to minimize the Project's effect on the surrounding area. A partial list of mitigation measures is provided below:

- The commercial building and the corner block are all designed using a traditional standard modular brick, which bears close resemblance to the Drury brick used throughout the Village.
- The facade is deeply modulated and executed entirely in brick with traditional details like belt courses and string trims.
- In an effort to support the Village's vision of a strongly delineated urban space, the building masses for the Project were designed to be placed on the street fronts and the parking was designed to be located behind and below the structure. The vertical facades placed this way provide the sense of enclosure similar to the sense of enclosure provided by other nearby historic structures such as the Brownell Block.
- The facade of the center mass was cut back to form a larger plaza area, and to provide sight lines at the intersection of Pearl and Park Street.
- The roofline cornice of the center mass was stepped up in response to input acquired during the Village planning process. This breaks the silhouette of the building against the sky.
- The buildings are placed with their principal facades set back from the property line in order to create meaningful urban space and activity at the street level. This also mitigates the relationship of building height to curb line.
- The proposed scheme of windows and doors is a direct reflection of the established historic commercial buildings arrayed along Main Street between Railroad Street and Maple Street.
- Upper level double-hung windows are two (2) over two (2) double- hung with vertical proportions.
- Windows are arrayed in distinct, vertical openings set against brick or lap siding in a regular pattern consistent with Victorian era mixed use structures.

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- Occasional bay windows modulate the depth of the facades, as do the recessed entries at the commercial level. This too is typical of vintage mixed use buildings.

Pursuant to the Zoning Ordinance, the Applicant was not required to install any of the above mitigations measures. In fact, the Applicant could have proposed to proceed with an unadorned modern design that could have been constructed at a greatly reduced cost. Similarly, the Applicant could have applied to construct a six-story structure in accordance with the Zoning Ordinance. Instead, however, the Applicant chose to collaborate with the Village of Essex Junction by incorporating the mitigation measures described above into the Project design. This nine-month collaborative process between the Village and the Applicant resulted in a Project that garnered unanimous approval from the Village of Essex Junction Planning Commission and support from the elected officials of the Village of Essex Junction. *See generally, Village's Letters of Support.*

Therefore, the Project will not cause an undue adverse effect on any historic structures.

II. RESPONSE TO NEIGHBORS

McKenna objects to the Project's potential traffic impacts as well as to the "size and scale of the proposed building." The Whyte el al. submittal consists of a Memorandum purporting to identify "clear written community standards intended to preserve the aesthetics of the area" in support of their claim that the Project does not comply with Criterion 8.

A. CRITERION 5

McKenna alleges that the Project will unduly increase traffic in the Five Corners area. While McKenna claims that traffic generated by the Project would "far exceed what has been allowed on that site until now," a Traffic Impact Analysis conducted by Lamoureux and Dickinson Consulting Engineers, Inc. (the "Traffic Impact Analysis") concluded otherwise. In fact, the Traffic Impact Analysis demonstrates that there will be a decrease in the number of PM

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Peak Hour Trips entering and exiting the Project as compared to the previous site use at the Project. Overall, the Traffic Impact Analysis concluded that "the Project will not impact existing traffic congestion at the Five Corners." *Traffic Impacts Analysis, pg. 7.* The Traffic Impact Analysis was reviewed and accepted by VTrans in a letter dated May 16, 2014 (the "VTrans Letter"). Furthermore, based on the Traffic Impact Analysis, the Chittenden County Regional Planning Commission (the "CCRPC") concluded that "[i]n our professional opinion this project does not have a negative impact on congestion at Five Corners." CCRPC, June 16, 2014 submittal ("June 16 CCRPC Letter").

McKenna, as well as Munson, also claim that the presence of perpendicular parking at the Project may, in the event that a car backs out of the Project onto Park Terrace, cause traffic delays on Park Street. The Applicant has recently adjusted the parking along Park Terrace to address this concern as described in Paragraph 62 of the Applicant's Proposed Findings of Fact.

Accordingly, the Project will not cause unreasonable congestion or unsafe conditions with respect to the use of highways and other means of transportation.

B. CRITERION 8

As an initial matter, the Applicant wishes to identify and correct a misleading image provided in the Whyte et al. submittal regarding the size of the Project. The Whyte et al. submittal presents a superimposed image of the Lincoln Inn on one of the Project drawings; however, both the horizontal and vertical scale of the superimposed image of the Lincoln Inn is inaccurate, making the Lincoln Inn building appear smaller than it actually would in comparison

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to the Project. The Applicant's architect has field measured the building and has included herein as Exhibit "H" a corrected image superimposing the Lincoln Inn on a Project drawing.[2]

The Whyte et al. submission claims to be a "[m]emorandum identifying clear written community standards intended to preserve the aesthetics of the area." However, as noted in the Applicant's Proposed Findings of Fact, the clearest indication of a written community standard intended to preserve aesthetics will be found not in the Village's municipal plan but rather in the Village of Essex Junction's duly adopted zoning regulations. *In re Molgano*, 163 Vt. 25, 31 (Vt. 1994) (stating that although municipal plans in Vermont "may recommend many desirable approaches to municipal development, only those provisions incorporated in the [Town] bylaws are legally enforceable"). Furthermore, the elected officials of Village of Essex Junction recently submitted an unsolicited, six-page letter in support of the Project, stating that "[a]s the Village's elected leaders, we believe the proposed building aligns with the Village community's desire to improve and revitalize our downtown" and that "the scale of the Project is appropriate for the location and that the design is compatible with the historic character of adjacent buildings." *Village's Letter of Support, dated June 12, 2014, pg 1.* Based on the Village's unconditional support of the Project and the Project's compliance with the Zoning Ordinance, the Project plainly complies with the clear written community standards intended to protect the aesthetics of the area.

The Neighbors claim that the Project building is out of scale with the existing development of the Five Corners intersection. To demonstrate this, the Neighbors highlight several general provisions of the Zoning Ordinance and the Comprehensive Plan. Based on these general provisions, the Neighbors opine that the "scale" of the Project is not in compliance

2 To create the corrected image, the Applicant's architect field measured the length of the Lincoln Inn building and subsequently projected the image of the Lincoln Inn building onto the civil engineering plans for the Project to demonstrate how the length of the Lincoln Inn would actually compare to the proposed Project structure.

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with the Zoning Ordinance and does not comply with the Comprehensive Plan. However, the Neighbors have not identified any specific standard that the Project does not meet. Because the standards the Neighbors reference are generalized and not sufficiently detailed to establish any cognizable aesthetic standard, these references fall well short of demonstrating a clear, written community standard. *John A. Russell Corp.*, 176 Vt. 520, 523 (2003) (stating that "[b]road policy statements phrased as 'nonregulatory abstractions' . . . may not be given 'the legal force of zoning laws'") (quoting *In re Molgano*, 163 Vt. 25, 31 (1994)). *See also, Re: Town of Barre*, #5W1167-EB, FCO at 21 (6/2/94) (finding that "[w]hile parties cite several general provisions of the Town Plan that recommend preserving and enhancing the visual beauty of Barre Town, the Board believes that these provisions do not rise to the level of a 'clear, written community standard' because they apply generally to the community at large rather than to specific scenic resources in the project area").

The Neighbors further argue that the Project violates Criterion 8 by citing materials generated by the "Heart and Soul of Essex," a non-governmental organization composed of "a diverse group of youth and adults who live or work in Essex (both within and outside the village)." However, not only is this organization comprised of only a small percentage of residents of the Village of Essex Junction, the Neighbors fail to note that one of the co-founders of this organization spoke in favor of the Project during a Essex Junction Planning Commission meeting. *Village's Letter of Support, dated June 12, 2014, pg.2-3.*

Lastly, the Neighbors attach the Village of Essex Junction's application for Village Center Designation pursuant to 24 V.S.A. § 2793a(c) in support of their position regarding aesthetics. However, nothing in these materials creates a clear, written community standard or otherwise demonstrates that the Project would have an adverse aesthetic impact on its surroundings. If

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anything, the materials provided by the Neighbors support the type of project proposed by the Applicant. The second page of the State of Vermont Designated Village Center Application Guidelines, which is included in the Whyte et al. submittal, shows a model photograph of a Village Center with several three and four-story buildings, encompassing entire blocks with little or no setbacks and demonstrating a sense of enclosure around a central intersection. When completed, the Project will exhibit many of the attributes depicted in this photograph, manifesting the Village and State's vision of a Village Center.

III. RESPONSE TO FRIEND OF THE COMMISSION

Munson submitted objections to Criteria 5, 8, and 9(k) of the Project. These objections are without merit.

A. CRITERION 5

As further explained below, Munson's conclusions regarding traffic are based on speculation, and are not supported any statistical data, the foundation of any credible traffic study. The following provides a point by point response to Munson's submittal regarding Criterion 5.

1. The Use of Existing Trip Generation is Appropriate

Munson objects to the use of existing traffic trips generated by the former bank in the Traffic Impact Analysis. Specifically, Munson claims that the Applicant should use traffic estimates based on the operation of one drive-through window.

To determine the existing amount of traffic generated by the bank building, the Traffic Impact Analysis produced two sets of Institute of Transportation Engineers (ITE) trip generation rates. One measurement was based on the gross floor area of the former bank while the second measurement was based on the presence of two drive-through windows on the Property. For the

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purposes of comparing existing to proposed traffic generation, the Traffic Impact Analysis used the drive-through window rates because those numbers constituted the more conservative of the two estimates. For example, the square footage model resulted in more than three times the total number of existing AM Peak Hour trips than the drive-through model. Because the Applicant chose a much more conservative approach to estimating the Project's impact on traffic, the Applicant used the proper information to calculate existing traffic generation.

2. The Traffic Impact Analysis Reasonably Analyzes Traffic Around the Project

Munson claims that the Applicant "did not indicate how much longer the queues would be or how much longer the peak hour delays would be." However, the Applicant does provide this information. In fact, the Traffic Impact Analysis indicates that there will be no appreciable increase in overall intersection delays per vehicle and that queues will not increase by more than one car length. *Traffic Impact Analysis, pg. 7, Table 4* (noting the No-Build/Build comparisons for traffic delays and maximum queues for five different intersection approaches in the Project area).

Munson also claims that the Traffic Impact Analysis did not address the Park Terrace/Park Street and School Street/Pearl Street intersections; however, as noted on pages 3 through 5 of the Traffic Impact Analysis, the Applicant does measure the impact of the Project on these intersections often finding a decrease in the number of trips at these intersections at the PM Peak Hour, when traffic at the Five Corners area is at its busiest. *Traffic Impact Analysis, pg. 5, Figure 3* (illustrating the net increase/decrease in new peak hour trips at several intersections around the Project).

Munson's remaining claims regarding traffic are based on subjective observations about the Project area, such as what "other witnesses" have viewed relative to traffic conditions.

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Munson does not provide any factual support for his opinions of traffic conditions. What constitutes "congestion" and indeed many other claims made by Munson in his analysis, are subjective, based on visual observation and cannot be given serious consideration, particularly when the Applicant has provided the Commission with a detailed expert report (accepted by VTrans and CCRPC) that quantitatively evaluates the very issues Munson identifies in his submittal.

Based on the Traffic Impact Analysis, the conclusions of which were endorsed by VTrans and CCRPC, the Project will not have an adverse effect on Traffic at the Five Corners intersection.

3. Munson Included Inferences and Conclusory Statements Unsupported by Facts

Munson makes a number of incorrect statements and inferences in his submittal. For example, Munson claims that "it can be inferred" that the previous site use at the Project site closed because of traffic problems. However, Munson provides no facts, evidence or other information that would support such an inference. One could just as easily infer that the bank sold its property when it realized that its current building was no longer compatible with the Village's vision for the area as described in the Zoning Ordinance and Village Center Designation.

B. CRITERION 8

Similar to his opinions regarding traffic, Munson's conclusions regarding Criterion 8 are not supported by any facts or other evidence. In countering the visual evidence provided by the Applicant, Munson does not provide any evidence of his own but rather makes a number of statements based on his observations of how the Project building will appear when constructed. Importantly, the Commission's standard for assessing aesthetic impacts is not Munson's view of

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what the unbuilt Project will look like, but rather whether the Project will have an adverse impact on aesthetics under the *Quechee Lakes* analysis summarized in the Applicant's Findings of Fact.

Munson does claim that the Project violates a clear, written community standard, one of the *Quechee* factors, because it does not comply with zoning regulations. Munson infers that the Planning Commission, in their excitement over the Project, may have overlooked the correct application of the Zoning Ordinance. However, as noted in its recent letter in support of the Project, the elected leaders of the Village of Essex Junction state that "the project was unanimously approved by all seven members of the planning commission, each of whom is well versed in the design standards of our Land Development Code." Furthermore, Munson identifies only one design standard (604.E.4) to which he alleges the Project does not comply; however, it is important to note that this particular standard "shall not apply in predominantly commercial and mixed-use areas." Munson actually acknowledges this exemption but claims that the area is "clearly a residential area." A quick review of the surrounding site uses informs otherwise. Because the Project site is abutted by a restaurant and strip mall to the south, a restaurant, automobile repair shop, a convenience store and gas station to the east, residences to the south and west, and the Village of Essex Junction Fire Department, library and senior center to the North, the site area could only be characterized as predominantly commercial or mixed-use in nature.

Based on the overwhelming support of the Project from the elected leaders of the Village of Essex Junction, the Village of Essex Junction Planning Commission, and the CCRPC, in addition to the Project's compliance with the Village of Essex Junction Zoning Ordinance, the Project does not violate a clear written community standard and will not have an adverse impact on the aesthetics of the Village of Essex Junction.

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C. CRITERION 9(K)

Munson claims that the Project will reduce the public's ability to enjoy recent public investments.[3] However, the elected officials of the Village of Essex Junction believe otherwise enumerating a list of ways in which the Project "will help enrich the aesthetic and cultural environment of the Village downtown" including "increas[ing] the amount of public space available to pedestrians" and "provid[ing] much needed retail space in a central area of the Village." *Village's Letter of Support, pg. 3.* Therefore, the Project will not endanger public investment in the Project area.

IV. CONCLUSION

In light of the foregoing, the Project satisfies all applicable Act 250 Criteria. Therefore, we respectfully request that a Land Use Permit be issued for the Project.

Dated: Burlington, Vermont

July 3, 2014

GRAVEL & SHEA P.C.
Attorneys for Applicant

By: _____
Robert H. Rushford, Esq.

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3 It should be noted that several of the "public investments" that Munson identifies in his submittal, such as the mature trees and grass in the Project area, are actually on the Applicant's property and are not public investments.

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Exhibit List

Exhibit "H" -- Plan Depicting Lincoln Inn in relation to the Project

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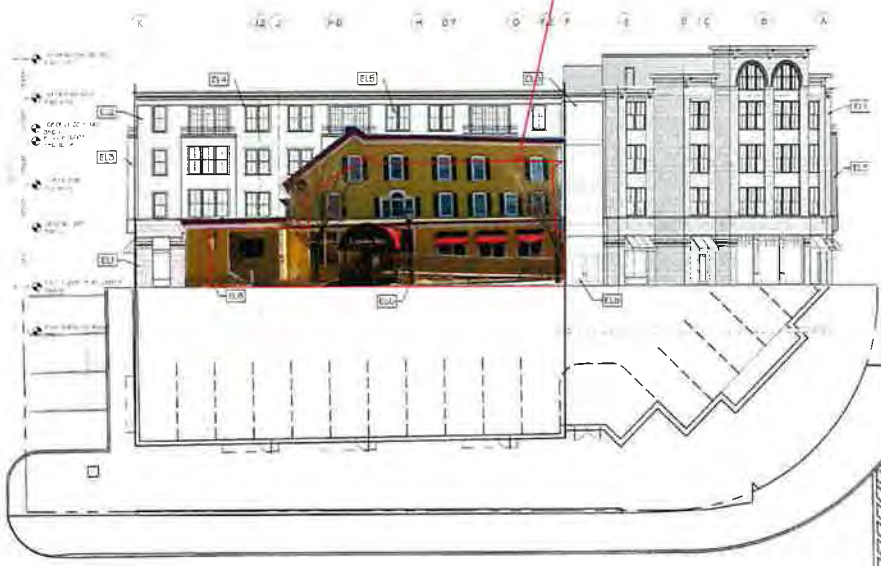
OUTLINE OF BUILDING AS
REPRESENTED BY THE APPELLENT



ARK TERRACE

VT ROUTE 2A - PARK STREET

VT ROUTE 2A
LINCOLN STREET

LINCOLN INN

VT ROUTE
MAIN S

4 PEARL STREET

Rabideau Architects
550 Hinesburg Rd | Suite 101 | South Burlington VT
802-863-0228 | Rabideau-Architects.com

PROJECT # 1218

Village of Essex Junction
The economic engine of Vermont.

MEMORANDUM

TO: Village Trustees and Pat Scheidel, Village Manager
FROM: Lauren Morrisseau, Finance Director/Assistant Manager
DATE: July 8, 2014
SUBJECT: Adoption Process of 2014 Comprehensive Plan

Issue

To outline for the Trustees the process for adopting the revised Comprehensive Plan

Discussion

The Planning Commission approved the draft Comprehensive Plan on 6/26/14. Normally, after review, the Trustees would submit amendments to the Planning Commission. However, the addition that the Village Trustees approved on 6/10/14 (attached) did not get into the draft Comprehensive Plan approved by the Planning Commission and will need to be re-submitted to the Planning Commission with any other changes. The Trustees are required by law to hold two public hearings. The schedule is as follows:

July 8 & 22	Review Comprehensive Plan submitted by the Planning Commission.
July 22	Submit amendments to the Planning Commission.
Aug. 7	Planning Commission reviews the changes from the Village Trustees to see if they are consistent with state statute and the document is amended. The Planning Commission submits a revised written report indicating consistency with state planning goals.
Aug. 12	Trustees 1st Public Hearing on Draft Comprehensive Plan.
Aug. 26	Trustees 2nd Public Hearing on Draft Comprehensive Plan.

If there are no amendments at the second public hearing, the Trustees can adopt the Comprehensive Plan at that time or at a later meeting.

Cost

There is no cost associated with this issue.

Recommendation

This memo is for informational purposes only.

will be turned over to the village. The tax abatement process for the village will not change because the village is the taxing authority. The arrangement with the town is a one year trial to see if the result is positive. Pat Scheidel added having one tax bill is a symbol of cooperation and suggests the village and town are one entity.

George Tyler said village taxpayers will see a small net savings in the future because the village will not be doing tax collection (less staff time). Lauren Morrisseau noted the $50,000 in revenue that the village will not receive due to the consolidation can be made up with payment from the town for delinquent taxes and revenue from license and permit fees.

MOTION by George Tyler, SECOND by Andrew Brown, that the Board of Trustees approves management's pursuit of consolidated tax billing and collections and to authorize the municipal manager to enter into a tax billing and collection agreement with the Town of Essex and the Essex Junction School District including the Essex Junction Recreation and Parks Department. VOTING: unanimous (4-0); motion carried.

5. Review Draft Notes from Annual Retreat
The Trustees reviewed the list of actionable items from the May 27, 2014 retreat. The following was noted:

- Greg Morgan with the Essex Economic Development Committee will be invited to the Trustees meetings periodically during the year to provide an update on the committee's activities.
- Dan Kerin will do a flowchart of the process for development applications before the Planning Commission to provide residents with an understanding of the review process.
- An interactive webpage on the village website would be useful.
- Elaine Sopchak is working with Channel 17 on a short video about the review process for applications before the Planning Commission.

5. NEW BUSINESS

1. Approve Vision Statement from Bike/Walk Advisory Committee

MOTION by Dan Kerin, SECOND by Elaine Sopchak, to approve the following vision statement and include the statement in the Transportation section of the village comprehensive plan:

> **"Essex Junction strives to be recognized as a friendly village of connected neighborhoods and destinations in which convenient and safe bicycle and pedestrian facilities are integrated into a seamless and accessible year-round transportation system. This system will promote the enjoyment and health of all citizens, a more vibrant local economy, and a cleaner environment."**

VOTING: unanimous (4-0); motion carried.

2. Approve FY2014 General Fund Departmental Budget Transfers
Lauren Morrisseau briefly reviewed deficits and surpluses in departments. The deficits can be covered by the surpluses.

Planning Commission Reporting Form
for Municipal Plan Amendments

This report is in accordance with 24 V.S.A.§4384(c) which states:

"When considering an amendment to a plan, the planning commission shall prepare a written report on the proposal. ***The report shall address the extent to which the plan, as amended, is consistent with the goals established in §4302 of this title.***

Summary of the proposed 2014 Comprehensive Plan changes:

The entire Comprehensive Plan was updated. The Plan does not include any changes to the designation of the land area, as the land use strategy remains generally the same as the previous Plan. "The planning challenge for Essex Junction is to manage growth, encourage reinvestment in the existing urban environment, protect existing neighborhoods and ensure that redevelopment or new development enhances the vitality and village character of Essex Junction." Most of the chapters were expanded to include additional information or further detail on the proactive steps the Village has undertaken to meet the Plan's goals. The Heart and Soul values were incorporated throughout the Plan. More specifically the changes include:

Chapter II – Incorporation of the Heart and Soul values into the community vision. Accomplished Objectives were updated for the previous 5 years. The priority goals for the next five years have been updated.
Chapter III – Historical Resources have been better defined, however more work is needed following adoption of the Plan to analyze and prioritize to determine which structures should be preserved. Population growth and demographics have been updated.
Chapter IV:

1. Energy – A significant energy profile was added to the Plan, as well as a discussion on greenhouse gas emissions.
2. Agriculture & Community Forestry – Status of the Whitcomb Farm was updated including the latest land conservation efforts and solar generation farm. The variety of agriculture related efforts the Junction has been taking was added – including the thriving Farmers Market. Community Forestry efforts were added as well.
3. Business/Economic Development – The Village's strengths were added. Employment and income data was updated. Strategies from the Town's Economic Development and Vision Plan was added.
4. Open Space - Recreation & Natural Resources – The Natural Environment Resources section was expanded significantly. Other additional sections include Climate Change and Flood Resiliency.
5. Education and Child Care – Data was updated, and the child care section was expanded.
6. Utilities/Facilities – All utility and facility updates were noted. The Library strategies were updated according to their Strategic Plan. The following sections were added: Senior Center, Police and Rescue.
7. Housing – Data was updated. Information on the Vermont Neighborhood and Vermont Neighborhood Development program was added.

8. Transportation – Data was updated. Circ Alternative projects were added. CCTA service was expanded. Bike/Ped efforts were expanded including adding the work of the Bike-Walk Advisory Committee.
9. Land Use – Intro was re-worded to reinforce the Plan's goal of concentrating new growth in areas already developed – with specific emphasis on 'thoughtful growth'. The Village Center Designation and its benefits were included. The Land Use Categories were clarified.

Chapter V, Implementation – The Government Finance data was updated. Funding sources were clarified. The Implementation Schedule was updated to reflect all of the updated goals and objectives, and relationship to the Heart & Soul values and ECOS Strategies were added.
Appendix A, Historic Resources – This was added and includes cross references to the historic sites listed on Map 2.
Maps – all maps were updated. Map 11 was added for the new Flood Resiliency section.

See the attached spreadsheet, *Essex Junction Draft 2014 Comprehensive Plan – Goal and Element Review*, for how the Plan is consistent with the goals established in §4302.

	Appendix A, CCRPC Guidelines and Standards for Confirmation of the Municpal Planning Processes and Approval of Municipal Plans				
	Requirement	**Guideline Questions**	**Yes/No**	**Location**	**Comments**
	Consistent with General Goals in Sec. 4302(b)				
1	(1) To establish a coordinated, comprehensive planning process and policy framework to guide decisions by municipalities, regional planning commissions, and state agencies.	*Are municipal decisions guided by a coordinated, comprehensive planning process and policy framework?*	Yes		
2	(2) To encourage citizen participation at all levels of the planning process, and to assure that decisions shall be made at the most local level possible commensurate with their impact.	*Is citizen participation encouraged at all levels of the planning process?*	Yes		
3	(3) To consider the use of resources and the consequences of growth and development for the region and the state, as well as the community in which it takes place.	*Is consideration being given to the use of resources and the consequences of growth and development?*	Yes		
4	(4) To encourage and assist municipalities to work creatively together to implement and develop plans.	*Is the municipality working creatively together with other municipalities to develop and implement plans?*	Yes		
	Requirement	**Guideline Questions**	**Yes/No**	**Location**	**Comments**
	Consistent with Specific Goals in Sec. 4302(c)				
5	**1. To plan development so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside.**	*Do the land use patterns proposed in the Land Use chapter of the Plan support this goal? If so, are proposed densities higher within or adjacent to village/downtown/growth areas?*	Yes	Priority Goals in Chapter II and the Land Use Chapter	
6	A. Intensive residential development should be encouraged primarily in areas related to community centers, and strip development along highways should be discouraged.	*Does the plan ensure that intensive residential development is encouraged primarily in areas related to village/downtown/growth areas?*	Yes	Land Use Chapter	
		Does the plan allow for auto-centered commercial uses outside of designated village/downtown/growth areas?	No	Land Use Chapter	
		If so, are these areas that already have historic strip-type development? Is the town making an effort to incorporate more multi modal land uses?	Yes	Land Use Chapter & Transportation Chapter	
		If so, is strip development limited to areas that are already developed as strip developments or is the community encouraging new strip development?	Yes	Land Use Chapter	Development limited to areas that are already developed.
		Is economic growth encouraged in locally designated growth areas, or employed to revitalize existing village and town urban centers, or both?	Yes	Business/Economic Chapter	

7	B. Economic growth should be encouraged in locally designated growth areas, or employed to revitalize existing village and urban centers, or both.	*Does the plan discuss where economic growth is to be located?*	Yes	Business/Economic Chapter	
		Are the types of uses described of a scale and type that they will have little or no impact on the rural countryside? (such as home businesses)	Yes	Business/Economic Chapter and Land Use chapter	
		Does the plan discuss the need to locate most municipal or public buildings within the economic core of the community?	Yes	Business/Economic, Utility/Facility and Land Use chapters	
		Does the proposed transportation system encourage economic development in existing village centers/growth areas/downtowns?	Yes	Business/Economic & Transportation Chapters	
8	C. Public investments, including the construction or expansion of infrastructure, should reinforce the general character and planned growth patterns of the area.	*Are public investments, including the construction or expansion of infrastructure, planned to reinforce the general character and planned growth patterns of the area?*	Yes	Business/Economic, Utility/Facility and Land Use chapters	
		Does the plan effectively discuss future infrastructure needs?	Yes	Business/Economic, Utility/Facility and Transportation Chapters	
		Does the plan effectively discuss where future infrastructure will be needed?	Yes	Business/Economic, Utility/Facility and Transportation Chapters	
		If no planned infrastructure investments are planned, does the plan make this clear?	Yes	Utility/Facility and Transportation Chapters	
		Are the development patterns proposed in the land use chapter likely to lead to forced infrastructure improvements and increased services due to increases in density? (such as high density development on rural roads)	No		
9	**2. To provide a strong and diverse economy that provides satisfying and rewarding job opportunities and that maintains high environmental standards, and to expand economic opportunities in areas with high unemployment or low per capita incomes.**	*Does the plan have an economic development chapter?*	Yes	Business/Economic	
		Does the plan discuss its position in terms of regional employment? (i.e. is it an employment center, is it a bedroom community, etc.)	Yes	Business/Economic	
		Does the plan discuss unemployment or lack thereof?	Yes	Business/Economic	
		Does the plan discuss the balance of improving the economy and maintaining environmental standards?	Yes	Business/Economic, Open Space - Natural Resources and Land Use chapters	
	3. To broaden access to educational and vocational training	*Does the plan discuss adult education?*	Yes	Education, Utility/Facility and	
		Does the plan discuss where educational opportunities are and might be found?	Yes	Education Chapters	

10	**opportunities sufficient to ensure the full realization of the abilities of all Vermonters.**	*Is the town working with the local school district or the community to provide educational opportunities in schools and in other community settings?*	Yes	Education and Recreation Chapters	
11	**4. To provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers.**	*Is the proposed land use plan coordinated with the transportation network? Does it discuss the connection between land use and transportation efficiency? The following ought to be considered:*	Yes	Transportation chapter	
		o Access management	Yes	Transportation chapter	
		o Discouraging new roads in outlying areas	Yes	Transportation chapter	
		Does the Transportation chapter discuss and encourage multi-modal transportation?	Yes	Transportation chapter	
		Does the Transportation chapter discuss and encourage public transit?	Yes	Transportation chapter	
12	(A) Highways, air, rail and other means of transportation should be mutually supportive, balanced and integrated.	*Does the Plan discuss development of transportation connections between smaller towns and centers of employment?*	Yes	Transportation chapter	
		In the development of the transportation system, does the plan use good resource management and minimize or reduce negative impacts to the natural environment?	Yes	Transportation chapter	
		If the community has rail or air transportation, is it discussed?	Yes	Transportation chapter	
		Does the community consider other modes of transportation when discussing expansion of transportation infrastructure?	Yes	Transportation chapter	
13	**5. To identify, protect and preserve important natural and historic features of the Vermont landscape, including:**				
14	(A) significant natural and fragile areas;	*Does the plan identify significant natural and fragile areas? (Note to planners: does the plan include criteria for what makes an area "significant"? Towns should be encouraged to move in this direction so that the maps and future regulations are legally defensible).*	Yes	Open Space - Natural Resources	
		If identified, does the plan clearly (not vaguely) discuss how they should be preserved?	Yes	Open Space - Natural Resources	Calls for inventorying the resources, determining current level of protection and additional protection measures if necessary.
		If identified, is land use proposed in such a fashion that these areas will be protected?	Yes	Open Space - Natural Resources	

		Does the plan discuss alternative (non-regulatory) ways to protect these areas (other than through land use regulations)?	Yes	Open Space - Natural Resources	
15	(B) outstanding water resources, including lakes, rivers, aquifers, shorelands and wetlands.	*Does the plan identify outstanding water resources, including lakes, rivers, aquifers, shorelands and wetlands? (Note to planners: does the plan include criteria for what makes a resource "outstanding"? Towns should be encouraged to move in this direction so that the maps and future regulations are legally defensible).*	Yes	Open Space - Natural Resources	The term "outstanding" is not used.
		If identified, does the plan clearly (not vaguely) discuss how they should be preserved?	Yes	Open Space - Natural Resources	
		If identified, is land use proposed in such a fashion that these areas will be protected?	Yes	Open Space - Natural Resources	
		Does the plan discuss alternative (non-regulatory) ways to protect these areas (other than through land use regulations)?	Yes	Open Space - Natural Resources	
16	(C) significant scenic roads, waterways and views;	*Does the plan identify scenic roads, waterways and views? (Note to planners: does the plan include criteria for what makes a scenic resource "significant"? Towns should be encouraged to move in this direction so that the maps and future regulations are legally defensible).*	Yes	Open Space - Natural Resources	
		If identified, does the plan clearly (not vaguely) discuss how they should be preserved?	Yes	Open Space - Natural Resources	Could be stronger
		If identified, is land use proposed in such a fashion that these areas will be protected?	Yes	Open Space - Natural Resources	Could be stronger
		Does the plan discuss alternative (non-regulatory) ways to protect these areas (other than through land use regulations)?	Yes	Open Space - Natural Resources	
17	(D) important historic structures sites, or districts, archaeological sites and archeologically sensitive areas.	*Does the plan identify historic structures, sites, or districts, archaeological sites and archaeologically sensitive areas? (Note to planners: does the plan include criteria for what makes a site "important"? Towns should be encouraged to move in this direction so that the maps and future regulations are legally defensible)*	Yes	Chapter III	The plan calls for further analysis and prioritization.
		If identified, does the plan clearly (not vaguely) discuss how they should be preserved?	Yes	Chapter III & Land Use Chapter	

		If identified, is land use proposed in such a fashion that these areas will be protected?	Yes	Chapter III & Land Use Chapter	
		Does the plan discuss alternative (non-regulatory) ways to protect these areas (other than through land use regulations)?	Yes	Chapter III & Land Use Chapter	
18	**6. To maintain and improve the quality of air, water, wildlife and land resources.**				
19	(A) Vermont's air, water, wildlife, mineral and land resources should be planned for use and development according to the principles set forth in 10 V.S.A 6086(a).	*Is there a complete inventory/map of existing water resources, wildlife habitat, mineral resources and other land resources?*	Yes	Open Space - Natural Resources, Map 1	Calls for inventorying the resources, determining current level of protection and additional protection measures if necessary.
		Does the plan discuss air quality? If so, does it describe measures to maintain and improve its quality?	Yes	Open Space - Natural Resources, Energy and Transportation	
		Does the plan discuss water quality? If so, does it describe measures to maintain and improve its quality? Recommendation: Include watersheds - could be a good way to present/organize this information.	Yes	Open Space - Natural Resources, and Utility/Facility chapters	
		Does the plan discuss wildlife resources? If so, does the plan describe measures to maintain and improve its quality?	Yes	Open Space - Natural Resources	Calls for inventorying the resources, determining current level of protection and additional protection measures if necessary.
		Does the plan discuss floodplain protection? If so, does the plan describe measures to maintain and improve its quality? Recommendation: Also include Fluvial Erosion Hazard maps and information.	Yes	Open Space - Natural Resources, Map & 11	
		Does the proposed land use pattern maintain or improve the quality of the resources listed above?	Yes	Open Space - Natural Resources & Land Use Chapters	
		Recommendation: Include reference to the All Hazards Mitigation Plan & Emergency Operation Plans. Do these plans call for any changes that should be addressed in the Town Plan?	Yes	Open Space - Natural Resources	
		Does the town recognize the connection between energy, transportation and land use?	Yes	Energy & Transportation Chapters	
		Does the energy chapter of the plan discuss energy efficiency and renewable energy? Recommendation: Reference the VT State Residential Building Energy Code & the Commercial Building Energy Standards.	Yes	Energy Chapter	

20	**7. To encourage the efficient use of energy and the development of renewable energy resources.**	*Does the plan contain policies and recommendations that encourage energy efficiency?*	Yes	Energy Chapter	
		Does the plan contain policies and recommendations that encourage the development of renewable energy resources?	Yes	Energy Chapter	
		Does the pattern of land use proposed in the community appear to encourage the efficient use of energy either through the proposed location of development in relation to community services, or in terms of lot layout and design?	Yes	Energy & Land Use Chapter	
21	**8. To maintain and enhance recreational opportunities for Vermont residents and visitors.**	*Does the plan discuss recreation and identify important recreational areas?*	Yes	Open Space - Recreation	
		Does the land use plan encourage development that protects or harms access to or the availability of recreational activities?	Yes	Open Space - Recreation and Land Use Chapter	
22	(A) Growth should not significantly diminish the value and availability of outdoor recreational activities.			Open Space - Recreation and Land Use Chapter	
23	(B) Public access to noncommercial outdoor recreational opportunities, such as lakes and hiking trails, should be identified, provided, and protected wherever appropriate.			Open Space - Recreation and Land Use Chapter	The Bike/Walk Advisory Committee is in the process of developing a map to identify additional opportunities.
24	**9. To encourage and strengthen agricultural and forest industries.**	*Does the plan discuss agriculture and forestry?*	Yes	Agriculture & Community Forestry	
25	(A) Strategies to protect long-term viability of agricultural and forest lands should be encouraged and should include maintaining low overall density.	*Does the plan discuss the protection of agriculture and silviculture? If not, does it legitimately discuss why it does or cannot?*	Yes	Agriculture & Community Forestry	
		Do proposed densities of development appear to negatively impact the availability of workable land?	No	Agriculture & Community Forestry, and Land Use Chapters	The Whitcomb Farm is being preserved by the Vermont Land Trust and the rest of Essex Junction is largely built out already.
26	(B) The manufacture and marketing of value-added agricultural and forest products should be encouraged.	*Does the plan discuss the economic value of agriculture and forestry?*	Yes	Agriculture & Community Forestry and Business Chapters	
		If so, does it have viable policies and recommendations on how to encourage them?	Yes	Agriculture & Community Forestry	
27	(C) The use of locally grown food products should be encouraged.	*Is the availability of locally produced food encouraged in the plan?*	Yes	Agriculture & Community Forestry	
28	(D) Sound forest and agricultural management practices should be encouraged.	*Does the plan discuss methods of agriculture/silviculture and their potential impact on the environment?*	Yes	Utility/Facility and Open Space - Natural Resources chapters	This could be stronger - though it is there between floodplain protection and stormwater management efforts.

29	(E) Public investment should be planned so as to minimize development pressure on agriculture and forest land	*Does the plan direct public investments such as roads and sewer systems and other infrastructure away from agricultural and forest land?*	Yes	Agriculture & Community Forestry	
30	**10. To provide for the wise and efficient use of Vermont's natural resources and to facilitate the appropriate extraction of earth resources and the proper restoration and preservation of the aesthetic qualities of the area.**	*Does the plan adequately discuss the extraction of earth resources?*	No	Open Space - Natural Resources chapters	The plan indicates that there are none of these resources in the Junction.
31	**11. To ensure the availability of safe and affordable housing for all Vermonters.**	*Does the plan inventory the types and costs of housing in the community?*	Yes	Housing Chapter	
		Do the proposed land use patterns or public investments in the plan support the resident's ability to have safe and affordable housing?	Yes	Housing Chapter & Land Use Chapter	
		Does the plan adequately discuss housing and housing density throughout the community?	Yes	Housing Chapter & Land Use Chapter	
32	(A) Housing should be encouraged to meet the needs of a diversity of social and income groups in each Vermont community, particularly for those citizens of low and moderate income.	*Does the plan have a housing section that encourages low income housing and housing for the elderly?*	Yes	Housing Chapter	Though VHFA encouraged less emphasis on elderly specific housing.
33	(B) New and rehabilitated housing should be safe, sanitary, located conveniently to employment and commercial centers, and coordinated with the provision of necessary public facilities and utilities.		Yes	Housing Chapter	
34	(C) Sites for multi-family and manufactured housing should be readily available in locations similar to those generally used for single-family conventional dwellings.		Yes	Housing Chapter	
35	(D) Accessory apartments within or attached to single family residences which provide affordable housing in close proximity to cost-effective care and supervision for relatives or disabled or elderly persons should be allowed.	*Does the plan discuss accessory apartments?*	Yes	Housing Chapter	
		Does the plan discuss the availability of health care and elderly services?	Yes	Housing Chapter & Utility/Facility	Though not healthcare.
36	**12. To plan for, finance and provide an efficient system of public facilities and services to meet future needs.**	*Does the plan discuss future public facility investments, or at least acknowledge that none are needed?*	Yes	Utility/Facility, Transportation Chapters	
		If so, does the plan discuss how these projects will be financed and how they will meet the needs of the public?	Yes	Utility/Facility, Transportation and Implementation Chapters	
		Does the plan discuss how it provides services to the community and whether or not they are meeting the community's needs?	Yes	Utility/Facility, Transportation Chapters	

		Does the town have a Capital Improvement Plan and Budget outlining timing and funding for necessary public investments to ensure efficiency and coordination in their provision?	Yes	Utility/Facility, Transportation Chapters	
37	(A) Public facilities and services should include fire and police protection, emergency medical services, schools, water supply and sewage and solid waste disposal.	*Are fire, police, emergency medical services, schools, water supply, sewage and solid waste disposal discussed adequately in the plan? Recommendation: Identify how stormwater is being managed in the municipality as well, use of low impact development practices, etc.*	Yes	Utility/Facility Chapter	
38	(B) The rate of growth should not exceed the ability of the community and the area to provide facilities and services.	*Does the plan ensure that high density development occurs only where urban public facilities and services exist or can be reasonably made available?*	Yes	Land Use and Implementation Chapters	
		Does the plan discuss growth in relation to the provision of services and facilities adequately?	Yes	Land Use and Implementation Chapters	
		Does the plan speak clearly about how growth might impact these services and facilities?	Yes	Land Use and Implementation Chapters	
		Does the plan discuss how they will control growth in a manner that allows them to phase upgrades in facilities and the expansion of services at a rate that is sustainable?	Yes	Land Use and Implementation Chapters	
39	**13. To ensure the availability of safe and affordable child care and to integrate child care issues into the planning process, including child care financing, infrastructure, business assistance for child care providers, and child care work force development.**	*Within the childcare element of the plan, is there a discussion about the availability of childcare related to the needs of the community? Note: Child Care Resource can be a good source of data.*	Yes	Education and Child Care Chapter	
		Does the plan discuss how the town can make childcare more available?	Yes	Education and Child Care Chapter	
40	**14. To encourage flood resilient communities. Note: this will take effect on July 1, 2014.**				
41	(A) New development in identified flood hazard, fluvial erosion, and river corridor protection areas should be avoided. If new development is to be built in such areas, it should not exacerbate flooding and fluvial erosion.	*Is new development discouraged in these areas?*	Yes	Open Space - Natural Resources Chapter	
42	(B) The protection and restoration of floodplains and upland forested areas that attenuate and moderate flooding and fluvial erosion should be encouraged.	*Is protection and restoration of these areas encouraged?*	Yes	Open Space - Natural Resources Chapter	
43	(C) Flood emergency preparedness and response planning should be encouraged.	*Is flood emergency preparedness and response planning encouraged?*	Yes	Open Space - Natural Resources Chapter	

	Requirement	Guideline Questions	Yes/No	Location	Comments
	Contains 11 Required Elements in Sec. 4382(a)				
44	**1. A statement of objectives, policies and programs of the municipality, to guide the future growth and development of land, public services and facilities, and to protect the environment.**		Yes	Chapter II and Land Use Chapter	
45	**2. A LAND USE PLAN, consisting of a MAP and statement present and prospective land use, indicating those areas proposed for forests, recreation, agriculture, (using 6 VSA Section 8), residence, commerce, industry, public and semi-public uses and open spaces reserved for flood plain, wetland protection, or other conservation purposes; and setting forth the present and prospective location, amount, intensity and character of such land uses and the appropriate timing or sequence of land development activities in relation to the provision of necessary community facilities and services.**	*Does the plan include future and prospective land uses - both descriptions and locations on a map?*	Yes	Land Use Chapter and Maps 9 & 10	
		Does the plan collectively indicate appropriate timing or sequence of land development in relation to facilities and services?	Yes	Utility/Facility, Transportation, Land Use and Implementation Chapters	
46	**3. A TRANSPORTATION PLAN, consisting of a MAP and a statement of present and prospective transportation and circulation facilities showing existing and proposed highways and streets by type and character of improvement, and where pertinent, parking facilities, transit routes, terminals, bicycle paths and trails, scenic roads, airports, railroads and port facilities, and other similar facilities or uses, with indications of priority of need.**	*Does the plan include an inventory of existing roads and other transportation facilities?*	Yes	Transportation Chapter and Maps 4 & 6	
		If relevant, does the plan indicate the transportation problems in the community and the relative seriousness of those problems?	Yes	Transportation Chapter	
		If relevant, does the plan include possible solutions that the community can work toward, as specified by this element?	Yes	Transportation Chapter	
		Is the plan consistent with the currently adopted Metropolitan Transportation Plan?	Yes		
47	**4. A UTILITY AND FACILITY PLAN, consisting of a MAP and statement of present and prospective community facilities and public utilities showing existing and proposed educational, recreational and other public sites, buildings and facilities, including hospitals, libraries, power generating plants and transmission lines, water supply, sewage disposal, refuse disposal, storm drainage and other similar facilities and activities, and recommendations to meet future needs for community facilities and services, with indications of priority of need, costs and methods of financing.**	*Does the plan indicate the location, character, and capacity of existing community facilities and public utilities as referenced in this element?*	Yes	Utility/Facility and Open Space - Recreation chapters, and Maps 3, 5, 7 & 8	
		Does the plan describe how changes in population will affect the need for services and facilities, indicating the priority of need?	Yes	Utility/Facility, Transportation, Open Space - Recreation, Land Use and Implementation Chapters	
		Does the plan indicate the recommended prospective facilities to meet future needs, indicating their estimated costs and methods of financing?	Yes	Utility/Facility, Transportation, Open Space - Recreation, Land Use and Implementation Chapters	

48	**5. A statement of policies on the PRESERVATION of rare and irreplaceable natural areas, scenic and historic FEATURES AND RESOURCES.**	*Does the plan include one or more policy statements that document the community's commitment to take steps to ensure the preservation of the rare and irreplaceable features and resources in keeping with the goals of 24 VSA 4302? Recommendation: Include features from surrounding municipalities on your natural resource maps (and other maps if it makes sense to)?*	Yes	Open Space - Natural Resources Chapter	
49	**6. An EDUCATION FACILITIES PLAN consisting of a MAP and a statement of present and projected uses and the local public school system.**	*Does the plan include statements and maps that collectively indicate the location, character and capacity of existing and prospective educational facilities?*	Yes	Education Chapter and Map 5	
		Does the plan describe the ability of the local public school systems to meet the needs of children and adults, with specific reference to attendance trends, school facilities, and future needs?	Yes	Education Chapter and Map 5	
		While not required, it is encouraged that this element be written in conjunction with local school boards.	Yes	Education Chapter	The school was involved in the writing of this chapter and came to talk to the Planning Commission about it.
50	**7. A recommended program for the IMPLEMENTATION of the objectives of the development plan.**	*Does the plan include statements that identify programs the municipality expects to use to address the objectives in the plan?*	Yes	Implementation Chapter	
		When known funding, timeframe and responsible party can be helpful within the implementation element.	Yes	Implementation Chapter	
51	**8. A statement indicating how the plan relates to development trends and plans for ADJACENT MUNICIPALITIES, areas and the REGION developed under Title 24.**	*Does the plan include statements that collectively indicate that the municipality examined and considered development trends for the municipality, adjacent municipalities and the region?*	Yes	Chapter I	
52	**9. An ENERGY PLAN, including an analysis of energy resources, needs, scarcities, costs and problems within the municipality, a statement of policy on the conservation of energy, including programs, such as thermal integrity standards for buildings, to implement that policy, a statement of policy on the development of renewable energy resources, a statement of**	*Does the plan include an analysis of energy resources, needs, scarcities, costs and problems within the municipality?*	Yes	Energy Chapter	
		Does the plan include an energy conservation policy and programs to implement that policy?	Yes	Energy Chapter	
		Does the plan include a policy on the development and use of renewable energy resources?	Yes	Energy Chapter	

	policy on patterns and densities of land use likely to result in conservation of energy	*Does the plan include a policy on how future development in the municipality can support energy conservation — both in terms of individual buildings and general land use patterns?*	Yes	Energy Chapter	
53	**10. A HOUSING ELEMENT that shall include a recommended program for addressing low and moderate income persons' housing needs as identified by the regional planning commission pursuant to Section 4348a (a) (9) of Title 24.**	*Does the plan include an inventory of the existing housing stock that identifies the number of housing units in each major type of housing in the community based on recent data?*	Yes	Housing Chapter	
		Does the plan compare the existing housing stock with recent population trends (such as changes in total population, households, and household size?	Yes	Housing Chapter	
		Does the plan assess the ability of municipal residents to reasonably afford safe, well-constructed, and efficient housing?	Yes	Housing Chapter	
		Does the plan identify progress and/or implementation steps toward Regional Plan strategies and actions regarding housing? (NOTE: this will not come into effect until the new Regional Plan (aka ECOS Plan) is adopted)	Yes	Housing Chapter	
54	**11. An ECONOMIC DEVELOPMENT ELEMENT that describes present economic conditions and the location, type and scale of desired economic development, and identifies policies, projects, and programs necessary to foster economic growth.**	*Does the plan identify present economic conditions and the location, type and scale of desired economic development, and identifies policies, projects, and programs necessary to foster economic growth?*	Yes	Business/Economic Development Chapter	
55	**(12)(A) A flood resilience plan that: Note: this will take effect on July 1, 2014.**				
56	(i) identifies flood hazard and fluvial erosion hazard areas, based on river corridor maps provided by the Secretary of Natural Resources pursuant to 10 V.S.A. § 1428(a) or maps recommended by the Secretary, and designates those areas to be protected, including floodplains, river corridors, land adjacent to streams, wetlands, and upland forests, to reduce the risk of flood damage to infrastructure and improved property; and	*Does the plan identify flood hazard and fluvial erosion hazard areas, and designate these areas to be protected (including floodplains, river corridors, land adjacent to streams, wetlands, and upland forests) for the purposes of reducing the risk of flood damage to infrastructure and improved property?*	Yes	Open Space - Natural Resource Chapter and Maps 1 and 11	

57	(ii) recommends policies and strategies to protect the areas identified and designated under subdivision (12)(A)(i) of this subsection and to mitigate risks to public safety, critical infrastructure, historic structures, and municipal investments.	*Does the plan recommend policies to protect these areas and mitigate risks to public safety, critical infrastructure, historic structures and municipal investments?*	Yes	Open Space - Natural Resource Chapter and Maps 1 and 11	
58	(B) A flood resilience plan may reference an existing local hazard mitigation plan approved under 44 C.F.R. § 201.6.	*Does the municipality have an existing local hazard mitigation plan approved under 44 C.F.R. § 201.6, and if so is it referenced in the Plan?*	Yes	Open Space - Natural Resource Chapter and Maps 1 and 11	
	Requirement	**Guideline Questions**	**Yes/No**	**Location**	**Comments**
	Compatible with the Current Regional Plan, Chap 117, Sec 4350(b)(1)(B)				
59	Planning areas		Yes	Map 10 and Land Use Chapter	
60	Goals and strategies		Yes	Implementation Schedule	
	Requirement	**Guideline Questions**	**Yes/No**	**Location**	**Comments**
	Compatible with Plans in other municipalities, Chap 117, Sec 4350(b)(1)(C)				
	WILLISTON				
61	Land use		Yes	Map 10	Both municipalities have similar land use designations on both sides of the Winooski River - mostly residential along Route 2A and Floodplain & Industrial to the East.
62	Goals and objectives		Yes		
	SOUTH BURLINGTON				
61	Land use		Yes	Map 10	Both municipalities have similar land use designations on both sides of the Winooski River - Floodplain & Conservation.
62	Goals and objectives		Yes		
	ESSEX TOWN				

61	Land use		Yes	Map 10	There are a variety of land use designations along the borders of the Junction and the Town. Both include mixed uses along Route 15; both include a variety of residential and open space between Route 2A and 15; the Junction is largely residential from Route 15 to Route 117 while the Town includes mixed use PUD, residential and a small section of mixed use land uses; and finally both the Junction and the Town have industrial south of Route 117. While there are some differences, it appears to be compatible.
62	Goals and objectives		Yes		
	Requirement	**Guideline Questions**	**Yes/No**	**Location**	**Comments**
	Confirm planning process, Chap 117, Sec 4350(a)				
63	1. Continuing planning process resulting in approved plan		Yes		PC public hearing will take place on June 26th.
64	2. Maintaining efforts to provide local funds for municipal & regional planning				

COMPREHENSIVE PLAN

2014

Public Hearing Draft

Re-adopted ???

Village of Essex Junction
Comprehensive Plan – 2014

Board of Trustees:

George A. Tyler, Village President
Daniel S. Kerin, Vice President
Elaine H. Sopchak
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Rick Jones, Public Works Superintendent
James Jutras, Water Quality Superintendent
Penny Pillsbury, Library Director
Chris Gaboriault, Fire Chief
Terry Hass, Assistant Zoning Administrator
Darby Mayville, Economic Development/Community Relations Assistant

Adopted the ?? day of ??.

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Maura Collins, Vermont Finance Housing Agency
Whitcomb Family
Meredith Birkett, Chittenden County Transportation Authority
Liz Subin & Susan McCormack, Heart & Soul of Essex

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List of Tables:

Chapter I
General Planning Background

1. What is a Comprehensive Plan?

A comprehensive plan is an official public document adopted by the local government as a policy to guide decisions about the physical development or redevelopment of the community. The comprehensive plan outlines how the Village wishes to develop in the next five years. Policies in the plan will guide the community in decision making deliberations.

A plan should be comprehensive, general, and long range. "Comprehensive" means it includes all geographic areas of the community and all issues in the community which might affect growth-issues such as transportation, storm drainage, signs, landscaping, safety and conservation. "General" means the plan summarizes policies and proposals, and establishes goals for the community's future. Although a plan will contain some specific proposals, emphasis is placed upon general policies which should lead to development of specific projects, plans or ordinances. "Long Range" means the plan looks beyond current issues to the problems and opportunities 20 years in the future.

In recent years, comprehensive plans have shifted from more general guides on community policies to a more specific strategic document that focuses on implementation and action as well as specific policies. The benefit of this type of comprehensive plan is that it is more results oriented and provides much more detail on how the goals and objectives will be reached. For these reasons the 2014 comprehensive plan update will focus on implementation in addition to general policies.

2. Why Develop a Comprehensive Plan?

A Comprehensive Plan ("Plan") helps to manage or control growth, and should represent a community's goals and aspirations for the future. There are three general justifications for development of a Plan.

1. To accomplish things the community wants to happen, and
2. to avoid or prevent things the community does not want to happen, and
3. to accommodate things the community expects to happen.

Therefore, a Plan is a community's best opportunity to direct positive change, to minimize negative change, and to manage expected change. A good Comprehensive Plan, with wide-spread public support, is the best mechanism available to manage change. A Comprehensive Plan is not a regulation but is a "guide" and a source of information for local officials, citizens and developers. It documents the historic development of the Village as well as the future aspirations of the community.

3. The Planning Process

The Planning Process typically involves six distinct and identifiable steps:

1. Generalized Goals – Broad statements regarding future development of the Village. Identification of those general topics which should be analyzed during the Planning Process. This 2014 Plan update benefitted from the previous Heart & Soul community conversation project which identified six community values which have laid the groundwork for the future.
2. Inventory – Identification of existing physical, social and economic characteristics of the Village.
3. Analysis – As a result of the inventory and the community's statements of goals, an analysis of the community's resources and opportunities was completed.

4. Implementation – Mechanisms to implement the plan were developed and include such items as zoning and subdivision ordinances, capital planning and budgeting, special projects and studies, and partnerships with community and regional organizations, etc.
5. Monitoring – Upon completion this Plan should be periodically monitored and updated to meet changing conditions or changing policies.

4. Statutory Authority

The Vermont Planning and Development Act, Title 24 of the Vermont Statutes Annotated, Chapter 117, authorizes the Village to prepare and adopt a Comprehensive Plan. The identified purpose of the Act is to "encourage the appropriate development of all lands…in a manner which will promote the public health, safety, morals, prosperity, comfort, convenience, efficiency, economy and general welfare; and to provide a means and methods for the municipalities and regions of this State to Plan…and to implement those plans…" In 1988, the Vermont Legislature adopted Act 200, which further refines the State's planning statute. In 1990, the Legislature further refined this legislation by revising the goals and policies of the Act.

5. Consistency with Adjoining Town and Regional Plans

The Village borders Essex Town to the north and South Burlington and Williston to the south and east. In general, the adjoining town plans have compatible land uses on joint borders. As this Plan is implemented, adjacent municipalities should be invited to comment on projects which may affect them. For example, this Plan includes goals aimed at improving the Village as a safe, walkable and vibrant Village area – including appropriately managing the traffic in the Village.

This Plan is generally consistent with the 2013 Chittenden County Regional Plan (entitled the ECOS Plan), which designates Essex Junction as an area planned for growth – including Center, Metro, Suburban and Enterprise planning areas. The Village Plan's emphasis on the Village Center District is consistent with the regional plan's growth center concept.

6. Plan Format

The Village of Essex Junction used the standard planning process, as identified in Chapter I. The Plan is divided into chapters. Chapter II defines the goals for the remainder of the Plan. Chapter III describes the history of the Village and current demographic trends with an eye toward the future.

The main body of the Plan is set forth in Chapter IV which is divided into major Plan elements such as Transportation, Land Use, Housing, etc. Therefore, someone interested only in Transportation should look to that element of the Plan. Each Plan element includes: 1) Background information and research materials as necessary; 2) Discussion of major issues; and 3) Specific Goals and Objectives.

Chapter V discusses general implementation strategies. More specific information may be included in the individual Plan Elements. Also included in this chapter is a discussion of Plan Monitoring and Review Policies.

Finally, the Appendices include data not included in previous chapters: Appendix A includes a list of historic resources, Appendix B includes Underground Storage Tanks, and Appendix C includes the maps.

Chapter II
Community Vision and Strategies for Essex Junction: 2014-2019

1. Community Values, Vision and General Goals

An important stage of any Planning Process is the identification of community values. The values are used in establishing a vision for the future and general community goals. Together they are used to identify what the community is striving to become or maintain as well as the challenges and opportunities it faces. They define the Plan and provide focus to the Planning Process. More specific goals and actions are identified in the chapters that follow.

In 2012 and 2013 both the Town of Essex and Village of Essex Junction engaged in an in depth community conversation called Heart & Soul of Essex. Through Heart & Soul of Essex, the community was engaged in multiple ways to learn what the shared values are, and a better understanding of the community's collective hopes for the future was gained. Six values were established through 43 neighborhood conversations (involving almost 350 people who live or work in the community) and a survey completed by 540 people (including 352 people who had not previously participated in a Heart & Soul activity). The six **values** are listed below and each is followed by the General Goals and Vision for the Village:

Education - Essex invests time, energy, and resources to ensure that our highly respected schools meet the needs of everyone in the community. We are proud to support learning that extends beyond the traditional classroom and includes the arts, athletics, and vocational instruction. Community programs, and libraries offer diverse and affordable opportunities that prepare residents of all ages for lifelong learning and for work in an evolving economy.

> *Essex Junction's Vision and General Goal:* To continue to provide Village residents with a DIVERSITY of vocational and educational opportunities, and cultural and recreational amenities to ensure lifelong learning for all.

Local Economy - Our residents contribute to a vibrant economy by working for and patronizing a diverse mix of businesses, from small, locally-owned enterprises to international corporations. We are committed to fostering an environment that produces a world class workforce and a strong economy for years to come.

> *Essex Junction's Vision and General Goal:* To recognize and enhance the role of Essex Junction's existing business and industrial base for both the local ECONOMY and the Chittenden County REGION as a major employment and transportation center.

Thoughtful Growth - We value wide-open spaces and tight-knit neighborhoods, rural roads and vibrant downtown streets. Essex is a place where we can enjoy a beautiful view, walk in the woods and go out to eat without ever leaving town. We support a diverse housing mix, opportunities for business development and a transportation system with a variety of options including a connected network of walking and biking routes.

> *Essex Junction's Vision and General Goal:* To ensure a well-balanced and desirable COMMUNITY with a DIVERSITY of options to live, work and play. With a healthy and vibrant Village Center (aka DOWNTOWN) as the focal point including a full range of services and activities, surrounded by the Junction's highly valuable NEIGHBORHOODS and connected with a network of walking and biking routes. This vision can only be reached by encouraging new development in commercial, industrial and multi-family districts within the Village while managing this new GROWTH with high standards to both protect and improve the IDENTITY of the Village's historic character, and to minimize LAND USE conflicts that may occur from

infill and redevelopment of underutilized properties. Additional General Goals include: Cultivate public and private investment options for community improvements. Cooperate with adjoining communities to ensure quality development; and to protect the Village from negative impact of adjoining development. Minimize the total economic cost of providing housing, utilities, transportation and public facilities and services (aka COST EFFICIENCY).

Health & Recreation - We value public places for outdoor and indoor recreation for all ages and abilities. We treasure Indian Brook reservoir, neighborhood parks and the chance to connect by bicycle or on foot. Community institutions provide education and programs to support healthy lifestyles.

Essex Junction's Vision and General Goal: Maintain an aesthetically attractive urban ENVIRONMENT that is sensitive to the natural ENVIRONMENT.

Community Connections - Our deep connections with each other make Essex special. Neighbors help each other during good times and bad. We value diversity and welcome everyone. We build our sense of community at local events such as the Memorial Day Parade, Five Corners Farmers Market, Annual Block Party and Winter Carnival. Our local newspapers and online forums give us plenty of ways to stay in touch. Residents participate in local government and volunteer.

Essex Junction's Vision and General Goal: Encourage strong public PARTICIPATION in all public decisions affecting the development or redevelopment of the urban area.

Safety - Essex is a safe place where neighbors watch out for one another. We value an active, visible police force and strong fire and rescue services. Upgrades to our physical infrastructure will allow us to move about our community with comfort and security.

Essex Junction's Vision and General Goal: Establish a network of walking and biking routes.

2. Accomplished Objectives

The following is a list of planning accomplishments from 2008 - 2014:

- Worked to gain funding for the Crescent Connector Road, through the CIRC Alternatives process, which will ease congestion at the Five Corners.
- Construction of the Lincoln Street Sidewalk was completed in 2013.
- Visioning for Train Station – studied potential aesthetic improvements.
- Five Corners Farmers' Market began in 2010.
- North Street to Railroad Station Multi-Use Path – construction grant received in 2013.
- The Town and the Village engaged in an in-depth community conversation called Heart & Soul of Essex. Six shared community values were identified.
- The Village received a Bronze Walk Friendly Community Designation due to its sidewalk coverage, Safe Routes to School Program, excellent pedestrian plan, and regional coordination.
- Strengthened Design Review in Village Center through amendments to the Land Development Code in March 2011 including increased historic review and level of design review.

- Expanded the boundary of the State Designated Village Center in 2011 to increase the potential for development in the Village core.

- Secured funding (CIRC Alternatives project) for Pearl Street Road Improvements including road widening, bike lanes and lighting.

- Completed traffic calming improvements and bike lanes on Pearl Street from West Street Extension to Champlain Valley Expo.

- In 2012, a comprehensive wastewater treatment plant facility refurbishment was contracted. Work completion is expected in the Fall of 2014.

- The Old Colchester Road pump station (AKA High School pump station) was replaced in 2012 with a completely new pump station.

- The Village approved a 300,000 sq.ft. light industrial master plan for the IBM campus on Maple Street to allow for more diversity in uses.

- Construction on the new police station broke ground in November 2013.

- The Tree Farm was acquired for recreation. This was a joint land acquisition project between the Village and the Town.

- The West Street Dog Park was opened and the Community Gardens were expanded in 2012.

- The BMX & skateboard park were added to the Maple Street Park in 2012.

- The Vermont Land Trust, with funding assistance from the Village, purchased development rights on 271 acres of the Whitcomb Farm in March 2014. Additional development rights are planned for purchase on approximately 143 acres, pending funding in 2015.

- A Certificate of Public Good was issued for a 2,200 kW solar farm project on the Whitcomb Farm in December, 2013 and was supported by the Village Trustees. Construction is anticipated to begin in the summer of 2014.

The Planning Challenge: Toward 2019 and Beyond

Essex Junction is a dynamic and largely developed community with a good mix of residential, commercial and industrial development. It has desirable neighborhoods, accessible parks and open space areas, and established downtown and commercial centers. Portions of its commercial areas can be classified as mature urban with underutilized properties that present opportunities for redevelopment and renewed investment. Therefore, the planning challenge for Essex Junction is to manage growth, encourage reinvestment in the existing urban environment, protect existing neighborhoods and ensure that redevelopment or new development enhances the vitality and "Village" character of Essex Junction.

Land use goals that the Village has set for itself will be detailed in the chapters that follow. However, the most important issues that are being grappled with today will define the priorities for Essex Junction for the coming five years.

Goal 1: Assist and work with existing businesses to stay and grow in Essex Junction.

Encourage and assist new businesses and clean industries to invest in Essex Junction.

Objective 1.1: Maintain a favorable business climate in Essex Junction.
Objective 1.2: Engage in policies to make progress on the transit specific strategies in the Town's Economic Development and Vision Plan including #4 (regional multi-modal improvements), #10 (freight rail service expansion), and #12 (transit oriented development).
Objective 1.3: Continue efforts to revitalize the Village center and attract business through public investment in infrastructure.

Goal 2: Promote thoughtful growth.

Objective 2.1: Ensure that new development and rehabilitation efforts enhance and reinforce the existing architecture, design and layout along major arterials and historic neighborhoods.
Objective 2.2: Encourage mixed-income infill housing within existing developed areas in the commercial and multi-family districts.
Objective 2.3: Promote the redevelopment of underutilized properties in the Transit Oriented Development (TOD) and Village Center District.
Objective 2.4: Continue improvements in the public realm for a high quality pedestrian experience.
Objective 2.5: Continue efforts to preserve and rehabilitate existing historic structures through state and federal funding programs and incentives; and encourage private investment for the same.
Objective 2.6: Hold an enhanced community discussion and design charrette to develop design standards for the Downtown.

Goal 3: Continue improving access to and safety of bicycle and pedestrian facilities, and public transit. Support the work of the Bike-Walk Advisory Committee.

Goal 4: Implement projects that will move traffic more efficiently while making the Village a more welcoming place for all modes of travel.

Objective 4.1: Implement the Connector Road project.
Objective 4.2: Consider pedestrianization of Main Street.
Objective 4.3: Consider alternatives for vehicular traffic through Five Corners, such as redirecting Route 15.

Goal 5: Establish policies and manage the Village budget and assets to enhance and ensure the continuation of the high quality of life Village residents, businesses and visitors value.

Objective 5.1: Increase the ratio of light industrial/commercial uses to residential uses.
Objective 5.2: Investigate additional sources of revenue.
Objective 5.3: Keep budget increases within the rate of inflation.
Objective 5.4: Continue to investigate and implement, when appropriate, shared services between Village and Town governments.
Objective 5.5: Think strategically about Village owned assets to maximize the benefit to the public.
Objective 5.6: Consider reinstating funding to the land acquisition fund.

Chapter III
History with an Eye Toward the Future

Prior to development of specific recommendations for the future, it is important to examine the trends of the past. This Chapter reviews the historic development patterns within the Village and identifies review current statistical trends. Historic development patterns and current trends largely dictate future growth patterns. Many of the Goals and Objectives within this Plan are influenced by these trends.

1. Historic Development Patterns

Early growth in Essex Junction was focused in the vicinity of Hubbell's Falls of the Winooski River, with some agricultural settlement occurring north of the mills. A few structures remain which represent this early growth. A brick house built by Ezra Slater, Sr. at the corner of Park and South Streets is representative of this early settlement. Lincoln Hall, constructed about 1820 as a tavern, is another example of early Village growth.

Probably the single most important influence on growth patterns in Essex Junction was the arrival of the railroad in December, 1849. At that time, the crossroads in Essex Township was named Painesville, in honor of the Vermont Central Railway President, Charles Paine. Concurrently, the Vermont and Canada Railroad was being constructed and a railroad junction was formed. Burlington passengers were forced to switch trains at the Junction. Thus, the name Essex Junction began to appear, and in the early 1890's the name was officially changed. The nucleus of the Village Center began to form around the railroad junction. Early buildings included additions to the Stevens Tavern, the Central House Hotel at Central and Depot Streets. The first church was erected by the Methodists and Congregationalists in 1866.

Another major influence on development patterns within the Village was the early street pattern. The basic network of streets was formed by 1869. Thus, at this early date the "Five Corners" of Main, Maple, Park, Pearl and Lincoln Streets was already established.

By 1880, Essex Junction had displaced Essex Center as the principal Village in the Township. Numerous shops and stores were in existence. In 1892, The Village obtained a Charter from the Vermont Legislature as the Incorporated Village of Essex Junction. In 1890, Essex Junction had a population of 1,141, surpassing the 1,062 residents in the remainder of Essex Township.

During the late 1880's and first half of the 1900's, development continued to occur within the Village. Of note was the arrival of the automobile, and the beginning of traffic conflict at the "Five Corners".

The third major event to greatly influence the development of Essex Junction was the arrival of IBM in 1957. The Village population rose from 2,741 in 1950 to 5,304 by 1960. Corresponding with the population and employment growth was the demand for public and commercial services. Businesses began to expand along Pearl Street while residential development proceeded at a rapid pace.

These historic trends had a significant effect on current growth patterns. The railroads still limit the efficiency of the street network. The five major streets intersecting at "Five Corners" create heavy traffic congestion. Some relief from traffic congestion occurred after the first section of the Circumferential Highway opened in 1993; however, traffic levels have since reached pre-circumferential numbers. Traffic associated with Village Schools appears to have a significant impact on congestion in the morning as more parents seem to be driving their kids to school. Reasons for the increase in school related traffic could be the breakdown of the neighborhood school system, the

lack of busing or safety concerns. Thus, historic growth patterns limit and direct the planning effects within the Village today.

1.1 Historical Resources

In addition to the specific buildings identified above, there are other important historical resources within the Village. The following inventories of historic sites exist within Vermont:

- The state's Division for Historic Preservation has been inventorying historic buildings since the 1970's and the information is found in the Vermont Historic Sites and Structures Survey. The statewide survey identifies and documents historic properties and sites yielding or likely to yield archeological and anthropological information. The Essex Junction inventory is dated 1984. The inventory includes concentrated developments in groups, identified as districts – where additional information about a district's overall character and development is provided. There are 12 districts, and 2 complexes (Whitcomb Farm and the Champlain Valley Fair) in Essex Junction. There are 205 buildings identified in total within the 12 districts and the Whitcomb Farm complex. The inventory then lists 71 buildings – some of these buildings are the same as those within the districts and others are outside of those districts. Altogether there are a total of 244 historic sites on this survey. These resources are listed in Appendix A and mapped on Map 2.
- There is also a State Register of Historic Places, a designation given after review by the Vermont Advisory Council on Historic Preservation. This designation is largely honorary only – though, under Act 250 review, listed sites are presumed to meet the definition of "historic site" under Criterion 8 for review of development applications and are thus considered in the decision of whether to issue a permit. While the State works to digitize the resources on the registry there appears to be some discrepancy in data on what sites in Essex Junction are actually listed.
- The Division for Historic Preservation also administers the National Register of Historic Places in Vermont. The national register is the nation's list of historic and archeological properties worthy of preservation. The criteria for inclusion are the same for the National and State registers. National register designation makes properties eligible for federal and state tax credits and offers some protection from federally funded, licensed, or permitted projects that would harm them. However, it does not restrict what an owner may do to his property, including tearing it down. Sites listed on the National Register are automatically listed on the State Register. While the State & National Parks work to digitize the resources on the registry there appears to be some discrepancy in data on what sites in Essex Junction are actually listed.

Appendix A provides an overview of these three inventories, the criteria for inclusion, the protections provided, the benefits received and the sites within Essex Junction. As the Village prepares for the future, these historic resources will be analyzed and prioritized to determine which structures should be preserved.

2. Recent Trends

Sound, reliable background data is a prerequisite for any long-range planning. It provides necessary background information and provides insight for the future. However, the comprehensive plan should be more about shaping the future to meet community objectives than trying to respond to social, demographic and economic trends, which are difficult to predict. This section provides some general statistical data to establish any major trends. In many cases, additional information is provided in the individual Plan elements.

2.1 Population Growth & Demographics

Historical growth rates for Essex Junction, Chittenden County and Vermont are provided on Table 1. As indicated by the Table, substantial growth occurred during the 1950's and 1960's, concurrent with growth at IBM. Since 1970 the growth rate has slowed. Within Essex Junction, the slowing of the growth rate can be attributed to several causes.

1) Employment at IBM has been reduced.
2) There is limited vacant land available for new residential development.
3) Family sizes have been declining locally, following a national trend to smaller families. In addition, there are an increasing number of older households.

However, in the last ten years the rate of population growth in Essex Junction has increased. The most recent population count (2010) indicated 9,271 people living in Essex Junction. This is a 7.92% increase from 2000. Essex Junction grew more quickly from 2000 to 2010 than it did from 1990 to 2000, however this is still lower than previous decades. The estimated population for the Village in 2012 was 9,498 persons, which represents a 2.45% percent increase over this two year time period. It is not anticipated that this rate of growth will adversely impact the provision of services to the local community.

Table 1
Population Growth 1900 – 2010

	Village of Essex Junction	% of Change	Chittenden County	State of Vermont
1900	1,141		39,600	343,641
1910	1,245	9.11	42,447	355,956
1920	1,410	13.25	43,708	352,428
1930	1,621	14.96	47,471	359,611
1940	1,901	17.27	52,098	359,231
1950	2,741	44.18	62,570	377,747
1960	5,350	94.81	74,425	389,981
1970	6,511	21.92	99,131	444,732
1980	7,033	8.01	115,534	537,361
1990	8,396	19.38	131,761	562,758
2000	8,591	2.32	146,571	608,827
2010	9,271	7.92	156,545	626,011

Sources: U.S. Census; Vermont 2000, Vermont Dept. of Health, January 2002

Over the last 20 years, the average household size in Essex Junction has been declining. It has gone from 2.57 people in 1990 to 2.48 people in 2000 and most recently to 2.39 people in 2010. Additionally, the number of households with individuals under 18 has decreased and continues to do so. In 1990, 52.3% of the households had children under 18, while in 2000, 30.9% of the households had children under 18.

It is also helpful to have an understanding of the demographics of Village residents prior to development of specific recommendations for the future. The data below includes the age (Table 2) and race (Table 3) of Village residents in 2010. Additional information can be found throughout the chapters in this Plan, the U.S. Census website, and at housingdata.org.

Table 2
2010 Percentage of Population by Age

Total population	9,271	100
Under 5 years	565	6.1
5 to 9 years	591	6.4
10 to 14 years	610	6.6
15 to 19 years	585	6.3
20 to 29 years	1218	13.1
30 to 39 years	1239	13.4
40 to 49 years	1490	16.1
50 to 59 years	1507	16.3
60 to 69 years	742	8.0
70 to 79 years	466	5.0
80 to 84 years	157	1.7
85 years and over	101	1.1
Median age (years)	38.9	(X)

Table 3
2010 Percentage of Population by Race

White	91.50%
Black or African American	1.70%
American Indian	0.40%
Asian	3.90%
Indian	1.20%
Chinese	1%
Filipino	0.20%
Japanese	0.10%

Source (for both tables): U.S. Census

2.2 Population Projections

Looking further out - the VT Agency of Commerce and Community Development, developed population projections from 2010 to 2030 in August, 2013. These projections use US Census data as the basis for calculations; and mortality, birth rate and migration rate data from 1990 to 2010 as factors. It is important to note that projections are not predictions – "projections assume that conditions that occurred in the past will continue into the future". Therefore, projections can be a helpful planning tool, but with the understanding that they may not be accurate. The projections include two scenarios based on different migration assumptions – Scenario A is based on migration rates during the 1990s, and Scenario B is based on migration rates during the 2000s. The projection report states:

"In Vermont, there is a relationship between the national economy and the direction and magnitude of migration. During the 1990s (Scenario A), the national economy was generally healthier than during the 2000s (Scenario B) and Vermont saw greater rates of net in-migration. As a result, Scenario A using 1990s migration rates generally, show higher populations than Scenario B using the migration rates of the 2000s."

While the projections were not calculated for Essex Junction, they were calculated for Essex and can be found in Table 4.

Table 4
Population Projections 2010 - 2030

		Scenario A				Scenario B			
	2010 Census	2020	% change from 2010	2030	% change from 2010	2020	% change from 2010	2030	% change from 2010
Essex	19,587	20,556	4.90%	21,138	7.90%	20,074	2.50%	20,057	2.40%
Chittenden County	156,545	165,690	5.80%	171,718	9.70%	161,812	3.40%	162,967	4.10%

Source: *Vermont Population Projections – 2010 – 2030*, August, 2013. Ken Jones, Ph.D., Economic Research Analyst, Vermont Agency of Commerce and Community Development and Lilly Schwarz, Community Based Learning Intern, Montpelier High School. Developed with the assistance of a Population Project Review Committee.

Chapter IV
Comprehensive Plan Elements

Introduction

If this Comprehensive Plan is to accurately address the goals and aspirations of the Village, formal and specific guidelines for growth must be developed. These guidelines must be general enough to encourage innovative solutions to problems but be specific enough to focus the actions of the Village in a consistent, workable planning approach.

Another key ingredient of a successful Comprehensive Plan is a clear, concise physical development plan. This Plan will direct and manage the future physical growth and redevelopment of the Village. It encourages orderly, planned growth and represents the community's vision for the future. While it is not possible to identify all issues or satisfy all concerns, the plan is intended to strive for a reasonable balance between competing interests.

The Plan Elements as presented in this Chapter are, therefore, the most important sections of this Plan. They are the engine that will drive the future of Essex Junction. Although each element is presented in a format to be used individually, it should be recognized that they are interdependent. The goals, objectives and maps in each functional element should be adhered to if the overall plan is to remain viable.

The remaining sections of this Chapter are divided into separate Plan elements. Each individual Plan Element contains the official, adopted policies of the Village of Essex Junction.

1. Energy

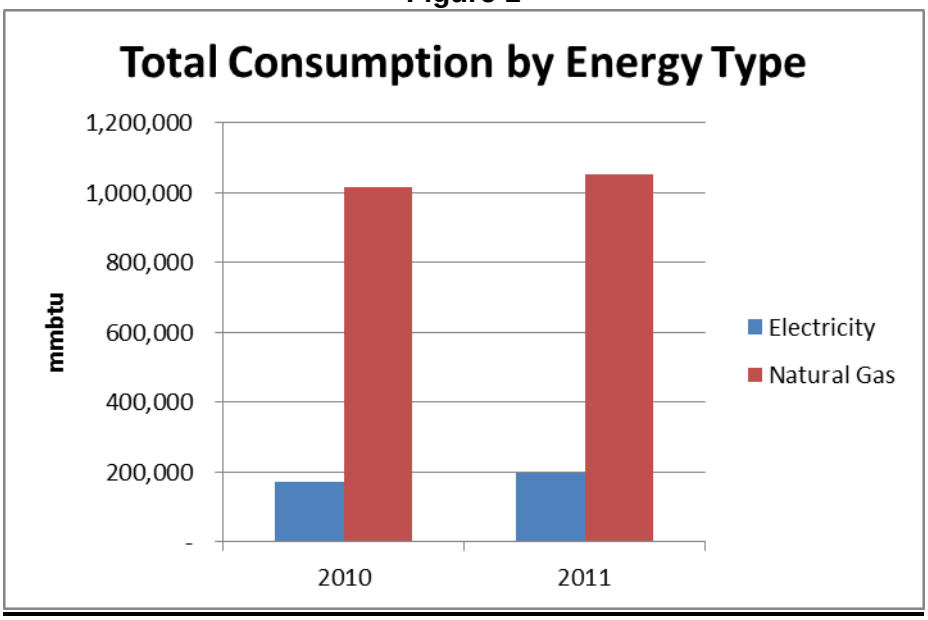
Energy is a core component of community success. The Village of Essex Junction is a jurisdiction where energy production and use are of vital concern which impact overall quality of life in the community. Exterior lighting control is also critical from an energy, safety and biological perspective. The State Comprehensive Energy Plan designates the current Vermont State standards, code and goals for energy use and production as the minimum standard within Essex Junction. Cooperation with State Officials, utilities and energy suppliers is required to ensure the availability of adequate supplies of energy, for a reasonable cost and with minimal impact on the environment.

1.1 Energy Profile

For residential and commercial/industrial buildings this section describes energy consumption in the Village in terms of what energy sources are used, what they are used for, and how much is used. The data can also serve as a baseline for tracking progress the Village makes on implementing energy conservation actions. In addition the profile describes the two largest municipal electricity consumers; and the role of land use and transportation in energy consumption. Understanding the Village's energy profile will also help target specific strategies available to the Village for reducing energy consumption and its greenhouse gas emissions.

Figure 1 below identifies how much energy is consumed in total for the Village of Essex Junction. This includes homes, businesses, municipal operations, and other sectors. The purpose of this graph is to inventory the type of energy being used within the Village to begin understanding how energy consumption is changing from year to year and to be a starting point to inform policies and implementation programs that promote efficiency and the use of renewable energy resources. Although data over the last 10 years is not available, total consumption between 2010 and 2011 did increase for both electricity and natural gas indicating that efficiency measures at all levels of consumption should be prioritized.

Figure 1

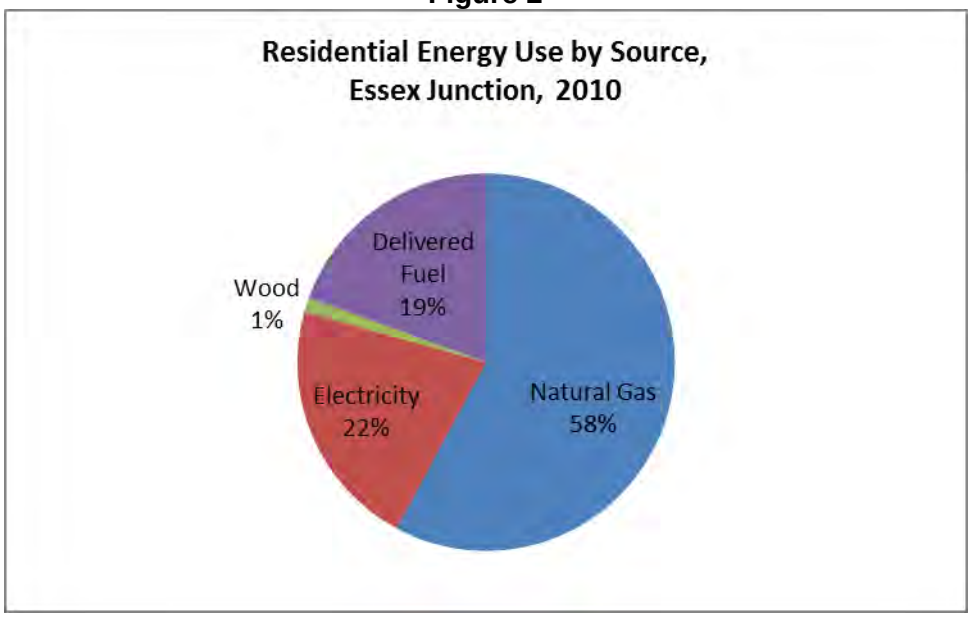


Source: VT Gas, Efficiency VT

Residential:

Figure 2 below shows the proportion of energy used in homes in the Village by source. Natural gas accounts for 58% of the energy used in the Village's homes – and is primarily used for space heating, hot water, cooking, and drying clothes. Electricity accounts for the second largest source of energy in the Village at 22% and is used for appliances, lighting, home electronics, and in some cases electric vehicle charging. The least used type of energy in Village homes is wood and delivered fuels (oil and propane) – primarily used for space heating.

Figure 2



Source: Chittenden County Regional Planning Commission, VT Gas, Efficiency VT, EIA

Strategies for how to lower residential energy use include:

- ✓ Provide financial incentives for renewable energy applications, thermal efficiency improvements, and electricity efficiency

Home weatherization is the most cost effective way of modifying a building to reduce natural gas consumption and greenhouse gas (ghg) emissions (see section 1.2 below for more information on ghg). Weatherization includes air sealing, insulation, and upgrading heating system and can dramatically reduce a home's heating bills. However, the initial upfront capital to make weatherization improvements on a home can be difficult for some households and businesses. The Property Assessed Clean Energy (PACE) Program is a way for municipalities to make a commitment to helping residents finance weatherization projects for existing homes. PACE financing options can also be used to install renewable energy systems like solar hot water systems or solar panels, which would reduce electricity consumed from the grid and provide a clean source of power. The Essex Energy Committee looked into PACE as an option for Essex, but found at the time, that homeowner's could get a better rate on home equity loans. If home equity rates change in the future PACE may be a more viable option.

- ✓ Meet or exceed state energy efficiency building standards for new construction and major renovations

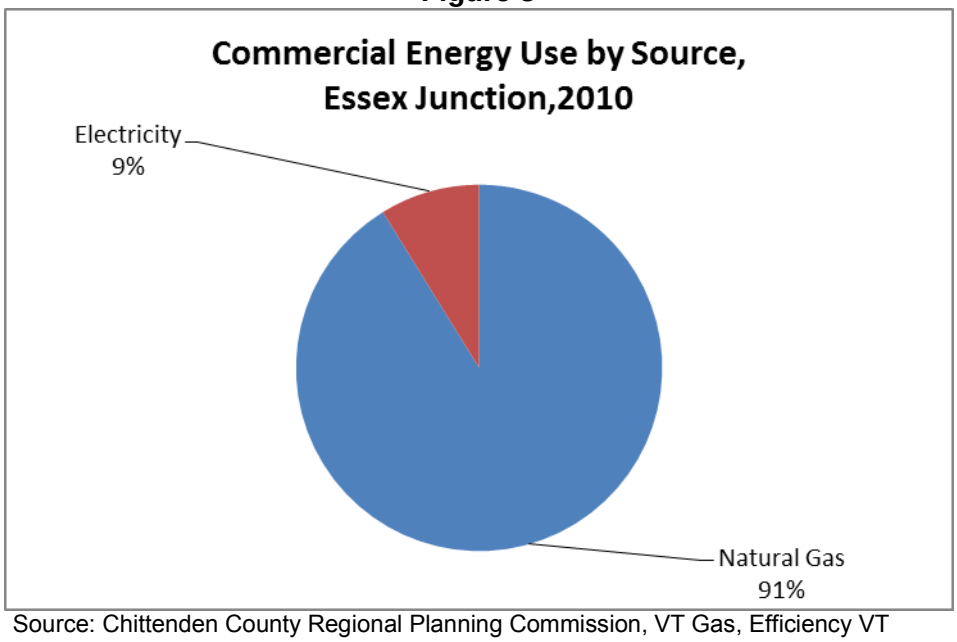
For new construction and building renovations, the State of Vermont has an energy building code, the VT Residential and Commercial Building Energy Standard. Compliance with the energy code is necessary to ensure that new development and alterations to existing buildings are using all types of energy efficiently. To meet the code, the zoning administrator is responsible for providing the energy code to land use permit applicants and must see a completed energy certificate that certifies that the applicant has complied with the code before issuing a certificate of occupancy. Even though a certificate of occupancy may not be needed for all types of buildings, all buildings must comply with the State energy code. Additionally, the Village should consider incorporating language into zoning ordinances requiring new homes and commercial buildings to be built to code (or higher levels of efficiency) to help educate the development community on the code. An example includes the new proposed Town and Village Police Facility: A photovoltaic solar array on the facility's roof will provide the building's energy needs and produce energy savings in an amount exceeding the projected bill for natural gas. Energy savings (the facility is capable of earning LEED Gold certification) equal savings in operational costs.

To improve the thermal efficiency of commercial and residential buildings, a municipality could implement a time of sale energy retrofit ordinance for rental housing. Time of sale retrofits target older buildings, particularly multi-family housing, that aren't being reached by voluntary incentive programs. Building energy retrofits offer multiple benefits that include saving money on utility bills, improved safety and maintenance, and comfort. Additionally, the money saved from doing energy improvements gets recirculated into the community instead of being exported out of the region. As an example, the City of Burlington has a time of sale energy retrofit ordinance.

Commercial/Industrial:

Figure 3 below shows the energy picture of commercial/industrial businesses within the Village. Most of the energy used in businesses is in the form of electricity for lighting, computers, appliances, and for operating industrial processes.

Figure 3



Source: Chittenden County Regional Planning Commission, VT Gas, Efficiency VT

Specific strategies to reduce a business's electric load include converting to renewable sources for electricity, automating controls, switching to LED bulbs, upgrading HVAC equipment; reducing plug loads for office equipment, and monitoring efficiency of other business processes. Weatherizing existing commercial space will also reduce natural gas usage for space heating. New commercial buildings are also subject to the same state energy code to improve the thermal envelope and ensure that lighting, HVAC, and other loads are efficient.

Municipal Lighting & Energy Use:

By far the largest component of municipal electricity usage is for street lighting. The second highest energy usage is the Waste Water Treatment Plant. The Waste Water Treatment Plant has initiated two major energy management efforts:

The typical home uses 9,000 kWh/per year of electricity. The Essex Junction Wastewater facility Co-Generation system produces enough power annually to supply 50 homes. By using this electricity generated directly on site, the installation maximizes the energy efficiency and the cost benefit to the community. The Co-Generation system produces 40% of the electricity used in the wastewater treatment process.

Streetlights in the Village are currently mercury vapor. High-pressure sodium lights are not allowed according to the Land Development Code. Existing street lights in the Village should be upgraded to the most efficient technology available as practicable. The use of architectural or period style lighting is encouraged.

Current Village policy requires compliance with the Regional Planning Outdoor Lighting Manual for Vermont Municipalities. There has been some concern that there is more light than necessary on Pearl Street. The Village should assess the situation and develop a more appropriate standard for streetscape lighting.

Land Use & Transportation:

The relationship between transportation, land use and energy consumption is extremely important and is an area in which the community can have a large impact through development regulations and infrastructure. According to the Vermont Total Energy Study, "more than one third of the state's energy consumption, and nearly half of its greenhouse gas emissions, are tied to the transportation sector." Therefore, a reduction in vehicle miles traveled by passenger vehicles can have a big impact on energy consumption.

In recent years communities are realizing the important connection between transportation and land use, which impacts energy use. Certain land use patterns can reduce dependency on the automobile by providing greater transportation options through compact mixed use developments where people can choose to walk, bike, use public transportation or drive an automobile.

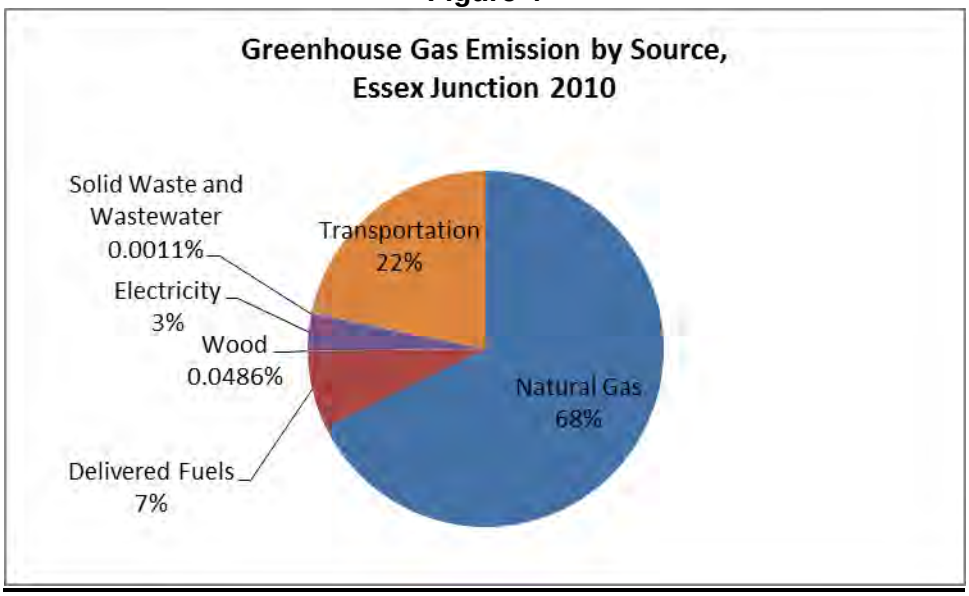
Essex Junction has a relatively unique opportunity within the county to support greater transportation choice and reduce automobile dependency since it is a relatively compact community with an extensive sidewalk network where local services are within walking distance to residences. Essex Junction is also served by public transportation and rail. Essex Junction residents have more transportation choices than many neighboring communities that have a more suburban/rural land use pattern. Further support of higher density infill and redevelopment in core areas of the Village may reduce demand on energy.

1.2 Greenhouse Gas Emissions

The use of different types of energy causes varying amounts of greenhouse gas (ghg) emissions to be released into the earth's atmosphere and is known to be a contributor to the changing of our climate. The State of Vermont established a goal of a 50% reduction in ghg emission by 2028. Given that Essex Junction is part of the State and contributes to the statewide emissions, it is helpful to understand the source of the Village's ghg emissions.

Figure 4 below provides an overview of the primary contributors of ghg emissions by sector/source within Essex Junction.

Figure 4



Source: Chittenden County Regional Planning Commission

Within Essex Junction, ghg emissions total 86,140 metric tons of carbon dioxide equivalent or about 1% of the emissions generated in the State and 7% of emissions in Chittenden County. Emissions from natural gas account for the largest share of ghg emissions in the Village, 68%. Transportation emissions from on-road gas consumption are second at 22%. Delivered fuel consumption is the third greatest source of emissions. Electricity consumption accounts for 3% of emissions. A small amount of emissions are generated from solid waste decomposition and wastewater treatment. The Essex Junction Wastewater treatment plant captures the methane gas (a potent ghg) to power the treatment plant equipment.

1.3 Reduce Energy Consumption, Decrease Greenhouse Gas Emissions & Increase Renewable Energy Generation

The Village has already employed many energy strategies including methane capture at the wastewater treatment plant; construction, operation and maintenance of facilities that support pedestrians and bicyclists; and encouraging higher density development that reduces ghg emissions and increases energy conservation through the Land Development Code. In addition, the Whitcombs are intending to install a solar array farm on their property. The following list includes a variety of additional measures that can be taken to reduce energy consumption, decrease greenhouse gas emissions and increase renewable energy generation.

Given the highest contributor of ghg emissions is from natural gas used for space heating, the Village should prioritize implementation of actions that improve the thermal efficiency of its buildings.

✓ Promote Energy Efficient Programs and Emissions Reductions Campaigns

Community campaigns educate and motivate people and organizations to take action. Approaches such as community contests among residents and challenges with other towns can be effective. Other effective programs are door-to-door campaigns, phone–a-thons, and energy parties. Efficiency Vermont, CarShare, Drive Electric Vermont, and Vermontivate all offer challenges to reduce energy use at home, at work and in transportation.

✓ Become an Electric Vehicle (EV) Ready Town

Projections for EV adoption state that by 2023 approximately 5,800 EVs will be registered in Vermont, requiring 70 charging stations in Chittenden County. Communities should begin to plan for the deployment of electric vehicles and the necessary supporting infrastructure of charging stations. A variety of tools are available for EV-ready planning. These include zoning, parking ordinances, permitting and inspection, and partnership and procurement.

✓ Promote and provide transportation alternatives to driving alone to work for municipal employees and other village employees

Encourage employees to share rides to work and provide reserved parking for car and van pools. Go Vermont and Go Chittenden County can help with ride matching services. Go Vermont can help van pools obtain a van, insurance, vehicle maintenance and fare collections. Encourage employees to use public transit to get to work by offering transit discounts or passes, providing a guaranteed ride home and working with CCTA to provide a convenient bus stop and shelter. Encourage employees to walk or bicycle to work. Providing shower facilities and covered bicycle parking can make this a more attractive option. Implement municipal fleet policies to reduce energy consumption, costs and greenhouse gas emissions.

✓ Bring car-share programs to Essex Junction

CarShare Vermont is implementing a neighborhood-based social marketing program and assessing the viability of expansion into new communities. Car-sharing programs require a critical mass of users, and are therefore more viable in urban rather than rural areas.

✓ Improve the safety and efficiency of existing roadway networks to optimize traffic flow

Optimizing traffic flow allows traffic to move more efficiently along roadways and through intersections, decreasing time spent idling or accelerating and thus reducing emissions from vehicles. Projects that improve safety and efficiency for bicycles and pedestrians remove barriers to bike/ped transportation. Projects that prioritize signals for transit or provide real-time information on bus location improve the efficiency and competitiveness of transit. Projects that improve efficiency can preclude (or postpone) capacity expansion projects.

✓ Locate and develop Park and Ride facilities to promote transit use and ridesharing

Park and ride facilities reduce highway traffic congestion and worksite parking demand. Park and ride facilities can help support transit service. Park and ride facilities should be appropriately sized or phased, based on location, potential for transit, and potential future usage.

- ✓ Promote renewable energy development that works in harmony with community goals for land use, including implementation of on-site renewable energy in municipal buildings and inclusion of solar standards in the Land Development Code for new development.

Although emissions from electricity are about 3%, electricity does account for about half of the energy used in the Village. Additionally, the State of Vermont is working toward a goal of 90% of its energy from renewable sources by 2050. Renewable energy is energy that comes from resources that are replenished and do not produce ghg emissions when converted to energy. Renewable energy typically comes from sunlight, wind, and geothermal heat. Encouraging the installation of solar panels on rooftops (especially on municipal buildings) within the Village will support the State in meeting this goal and make the Village more resilient, independent, and less vulnerable to power outages during storm events.

There are many ways to further development of renewable energy generation in the Village, including addressing solar in the Land Development Code. Addressing solar in the Land Development Code will eliminate uncertainty around where solar systems may or may not be allowed, ensure that installations are placed in appropriate locations, and mitigate any potential negative impacts.

1.4 Low Income Energy Assistance

Any Village-initiated communications program should alert low-income residents about these valuable government programs. Programs available in Vermont to assist low-income individuals and families with heating bills include: the Vermont Department of Children and Families (DCF), Fuel Assistance Program, and Champlain Valley Office of Economic Opportunities (CVOEO) WARMTH program and Weatherization Program. DCF's Fuel Assistance Program can help pay a part of your home heating bills if your gross household income is equal to or less than 185% of the federal poverty level, based on household size. The WARMTH program funds are available only in emergency situations; that is, when the household has exhausted their supply of fuel or faces disconnection of utility services. Each household is entitled to three assists during the heating season, and up to $75 for each time they receive fuel assistance. The Weatherization Program provides services to income-qualified households at no charge. The services include: an energy audit; check-up of heating systems to ensure safety, efficiency and effectiveness; free lighting and appliance upgrades (where applicable) through a partnership with Efficiency Vermont; and renovation construction.

1.5 Underground Storage Tanks

Directly associated with the use of energy is the safe storage of fuels. Although regulated by the State of Vermont, it is important for emergency planning purposes to be aware of the location of the storage facilities. Within Essex Junction, the State of Vermont reports that 50 UST's located on 14 separate sites are registered and regulated. The average UST in the Village is 6,390 gallons and is 22.6 years old. Almost all of the tanks are made of steel, none have double liners, and only 10% report an electronic monitoring system. The Village owns two tanks for diesel fuel at the Public Works facility. A list of underground storage tanks is included in Appendix B.

1.6 Energy Goals

Goal 1: Work with the Essex Energy Committee to prioritize this list of energy goals. A cost benefit analysis could help focus efforts on the most effective and efficient strategies.

Goal 2: **Cooperate with State Officials and energy suppliers to ensure the availability of adequate supplies of energy for business and residents at reasonable prices and with minimal impact on the environment.**

Goal 3: **Encourage the development of renewable energy resources to contribute to the State's goal of 90% renewable energy by 2050.**

Goal 4: **Construction of new buildings and rehab of existing residential and commercial/industrial buildings shall comply with the current edition of Vermont Residential Building Energy Standards and Vermont Commercial Building Energy Standards.**

Goal 5: **Ensure that municipal equipment meet all required stationary and non-stationary equipment requirements where applicable (i.e. Vermont State, OSHA, EPA, ANSI Standard B71.1 or B71.4).**

Goal 6: **Participate in green pricing programs, when available, to promote the use of renewable energy.**

Goal 7: **Ensure that new and replacement street lamps utilize the most current and efficient energy technology.**

Objective 7.1: Continue to require energy efficient street lamps in new developments.
Objective 7.2: Use energy efficient street lamps when replacing existing lamps.
Objective 7.3: Meet or exceed the current adopted version of the Regional Planning Outdoor Lighting Manual for Vermont Municipalities.

Goal 8: **Support a variety of transportation options including walking, biking, public transit that reduces reliance on the automobile.**

Goal 9: **Continue reducing local energy demand by providing further expansion of sidewalks, bike paths, park & rides and public transportation.**

Goal 10: **Display and distribute information to residents and businesses that will help them save energy.**

Goal 11: **Encourage the Brownell Library to expand and update energy publications and publicize this source to the general public.**

Goal 12: **Continue recycling programs at all Village buildings and facilities.**

Goal 13: **Conduct energy audits for all Village Buildings.**

Goal 14: **Continually examine the cost effectiveness to expand use of methane generated at the Waste Water Treatment Plant as a renewable energy resource.**

Goal 15: **Consider fuel efficiency when purchasing new vehicles. Consider the use of alternative fuels for new vehicles.**

Goal 16: **Provide residents with information on heating assistance programs on an annual basis to make those in need, aware of the programs.**

2. Agriculture & Community Forestry

Agriculture is alive and strong in Essex Junction as evidenced by conservation of the Whitcomb Farm, the thriving Five Corners Farmers' Market, a waitlist for community garden plots, restaurant participation in the Vermont Fresh Network, and Farm to School. Refer to Map 1 for reference to prime agricultural soil.

The Whitcomb Farm provides many valuable resources to the Village, including productive agricultural land. The Whitcomb Farm also promotes agriculture education, open space, recreation and wildlife habitat. The Whitcombs and the Village also benefit from the farm's utilization of treated biosolids from the Waste Water Treatment Plant as fertilizer. In the future the Whitcomb Farm hopes to provide a location for the production of renewable energy.

The Village Trustees provided the Whitcomb Farm with a three year tax break in 2011, securing public recreation on the property and supporting the Whitcomb's efforts to conserve the land. In addition, the Village voted to use $20,000 of the land acquisition fund toward the Vermont Land Trust's purchase of development rights from the Whitcomb Farm. The purchase of development rights is planned in two phases – Phase 1 for 271 acres closed in March 2014; and Phase 2 is for approx. 143 acres and funding is not yet secured but the plan is to close in 2015. This will effectively protect the Whitcomb Farm from development and keep it as a working farm in perpetuity.

In addition to the Whitcomb Farm, the importance of local agriculture to the residents of the Village is evidenced by:

- the thriving Five Corners Farmers' Market - the Market is open on Friday afternoon/evenings from June through October, and occasionally in the winter. Twenty-three vendors participated in the 2013 market;
- restaurants have joined the movement by participation in the Vermont Fresh Network;
- the Village Recreation and Parks Department also run a Community Garden Program with approximately 150 garden plots at the West Street Garden and the Meadow Terrace Garden (and there are waitlists for use of these plots). The Department also hosts gardening classes;
- the Village adopted a chicken ordinance to allow homeowners to have chickens in their backyard. As of December, 2013 approximately 3 to 4 chicken permits have been issued; and;
- CCSU, which serves the Essex Junction, Westford, and U46 school districts established a Farm to School Team in May of 2012. They received a Farm to School planning grant from the Vermont Department of Agriculture that started in February of 2013. The Team is made up of 20 members from the schools, community, and a farmer from Waterville who is a regular vendor at the Five Corners Farmers Market. The overall goals of the program at CCSU are to expand the amount and variety of local products in school meals, increase the opportunity for students to learn about the nutritional, economic, and environmental benefits of local products and healthy eating habits, and increase student understanding and appreciation of farming and food services.

Just as agriculture is important to the residents of the Village, so is community forestry. The benefits of a healthy and robust community tree canopy are extensive. The International Society of Arboriculture, names the following (plus many more) benefits:

- Environmental benefits include climate control by moderating the effects of sun, wind and rain; improve air quality by removing carbon from the atmosphere and storing it in biomass and soils (a process called carbon sequestration); conserving water by intercepting water, storing some of it, and reducing stormwater runoff and the possibility of flooding; and providing wildlife habitat and food.
- Social benefits include providing privacy, emphasizing views, or screening out objectionable views.
- Economic benefits include energy cost savings as trees can provide shade thereby lowering summer air conditioning bills, and trees can protect structures from wind thereby lowering winter heat bills; increase property values; and can help encourage patronage to downtown retailers.

Helpful Resource:
The Vermont Urban & Community Forestry Program has developed a *Vermont Tree Selection Guide* to help select the appropriate tree based on the purpose of the planting, site conditions, type of maintenance needed and best tree species for long term success. The guide includes a tree selection worksheet and a tree list to help select the appropriate tree – there is a printed version as well as a searchable online database that can be found here: www.vtcommunitytrees.org.

Essex Junction received a 2013 Tree Steward Award from the Vermont Urban & Community Forestry Council for taking tremendous strides to improve the condition and quality of trees in the Village. This includes the completion of a tree inventory, passing a tree policy, and planting 22 trees in the Village Center in a two year period prior to the award. The award recognizes the collaborative effort among multiple Village departments and volunteers. In addition, the Village Trustees established a Tree Advisory Committee in 2013 that works with the Village Tree Warden to promote the improvement and preservation of a healthy environment as it relates to public trees. The committee provides a mechanism for the planting, maintenance, protection and removal of trees on public streets, parks and Village-owned properties.

This Comprehensive Plan is required to meet the State planning goals established under Title 24 §4302(c). These goals include "to encourage and strengthen agricultural and forest industries." It is clear that the Village is meeting this goal for their agriculture industry. While, there is not much of a traditional forestry industry within the Village to encourage and strengthen, the Village continues to encourage awareness and good forestry practices for its urban trees and community forest.

2.1 Agriculture & Community Forestry Goals

Goal 1: Continue to support the Whitcomb Farm in their conservation efforts.

Goal 2: Support the Farmers Market and other local value-added agricultural businesses.

Objective 2.1: Ensure that any land use, transportation or capital plans for the Five Corners accommodate the Farmers Market, unless an alternative site is established.

Objective 2.2: Work with Five Corners Farmers' Market to assist in finding a permanent winter location.

Objective 2.3: Hold farm-to-table community events to benefit local organizations.

Goal 3: Continue support of the Community Garden Program, home gardening and micro-farming.

Objective 3.1: Offer incentives for developments that include community gardens and/or allow residents to have home gardens on common land.

Objective 3.2: Strengthen language in zoning regulations to protect topsoil during construction so that yards are more suitable for gardening.

Objective 3.3: Encourage backyard composting or participation in the compost program through the solid waste district.

Objective 3.4: Develop a method to donate excess food from community gardens.

Objective 3.5: Encourage the practice of edible landscaping.

Objective 3.6: Inventory and designate additional public space for community gardens (including roof tops and wall gardens).

Goal 4: Establish a Tree Management Plan to improve and maintain the community tree canopy within public parks and rights-of-way.

Objective 4.1: Increase the Village tree canopy with thoughtful planning, planting and maintaining of trees on public spaces or intruding into/onto public spaces.

Objective 4.2: Educate residents on the value of the urban forest.

Objective 4.3: Establish a process for the Village Tree Advisory Committee to work with the Planning Commission to review and provide advice on development projects that include tree planting in public spaces.

3. Business/Economic Development

Essex Junction continues to be a strong employment center for large and small, service oriented, retail, and manufacturing enterprises. As the host community for IBM Microelectronics, the Village has a proven track record of developing business partnerships that last. The following strengths combine to make Essex Junction a great place to locate and/or invest in a business:

- The Village is strategically located within the region and has the infrastructure to support new businesses and business expansion. The Village is a transportation hub, with close access to Interstate 89 and Vermont Routes 15, 2A, and 117, and Burlington International Airport. In addition, the Village is working towards the construction of the Crescent Connector - a Circ alternatives project that will help to mitigate traffic at Five Corners and open up areas of underutilized land in the designated Village Center to development. The downtown transportation terminal is a major stop for Amtrak and for the Chittenden County Transportation Authority: which provides county-wide public transportation.
- The Village has a variety of old and new, large and small business properties. The historic Village Center and Pearl Street commercial corridor have had multimillion dollar, federally funded restorations and redevelopment.
- In addition to IBM Microelectronics, the Village is home to the Center for Technology, Essex, which is Vermont's largest secondary technical education facility and the Champlain Valley Exposition, Vermont's largest indoor and outdoor exposition center.
- There are more than 200 small businesses in Essex Junction.
- Agriculture is an important industry in Essex Junction as evidenced by conservation of the Whitcomb Farm, the thriving Five Corners Farmers' Market, a waitlist for community garden plots, restaurant participation in the Vermont Fresh Network, and the Farm to School program. More information can be found in the Agriculture & Community Forestry chapter.
- The Village maintains an inventory of existing businesses and available properties to help connect new or expanding businesses with local resources and building space. The inventory of businesses can be found on the Village of Essex Junction website (http://www.essexjunction.org/business/list/).
- The Village has adequate sewer capacity for new development.
- The Village has a Commercial Tax Stabilization Policy intended to encourage economic development, diversify the tax base, enhance the street scape and provide long-term growth in the Grand List and help maintain the vitality of the Village of Essex Junction's commercial business district. Any for-profit or non-profit corporation, partnership, cooperative, or proprietorship that is existing, locating or expanding in a commercial zone in the Village of Essex Junction may be eligible for tax stabilization.
- Essex Junction has a State designated Village Center District which provides tax credits for a variety of building repairs and improvements.
- A downtown revitalization group has been formed - Railroad Avenue Recess. Village staff also works with the Essex Town Economic Development Commission to address Town wide economic development needs and services.
- The Village maintains a fair and balanced permitting process that supports local businesses and new investment.
- Numerous housing units have been added to the Village downtown making Essex Junction a great place to live in close proximity to employment.
- Village residents live in comfortable, friendly neighborhoods all within walking distance of the Village downtown. The Village continues to increase the number of sidewalks and other facilities to support bike and pedestrian travel, making it easier for residents to visit downtown businesses.

- The schools are consistently ranked among the best in the state.
- In addition to IBM, many Essex Junction residents are employed by Fletcher Allen Health Care, the University of Vermont, Saint Michael's College, General Dynamics, and the State of Vermont.
- Heart & Soul participants identified the Local Economy as a community value – the residents' value working at and patronizing the diversity of businesses in the community, and are committed to fostering an environment that produces a world-class workforce and a strong economy for years to come.
- In addition, the Village Center and the Pearl Street commercial corridor have been designated as a Center Planning Area in the *2013 Chittenden County ECOS Plan*, which is intended to be a regional center or traditional downtown that serves the County and beyond and contains a mix of jobs, housing, and community facilities.

Essex Junction does face business and economic development related challenges. One important challenge is ensuring the provision of adequate municipal services while minimizing tax increases. Also, Essex Junction's retail sector faces competition from growth in outlying surrounding communities, as well as online retailers. To this end, it is important to support existing business, encourage new light industrial and commercial development and investigate additional sources of revenue.

While the location of Essex Junction at the confluence of three major highways, Five Corners, is a strength of its economic profile, managing the traffic associated from both local and regional commuters is also a challenge. The ability to maintain and grow the economic base is balanced with the need to plan for commuter and local traffic, maintenance, safety and law enforcement. Other direct impacts are felt within residential neighborhoods as commuters use residential streets to avoid Five Corners. The Village has been proactive at providing multi-modal facilities in the downtown to provide alternatives to commuting via single occupancy vehicles. In addition, the Crescent Connector will help mitigate traffic at Five Corners.

3.1 Employment

As indicated on Table 5, there are a variety of businesses within Essex Junction. This variety is a significant factor in attracting people to the Junction and maintaining the economic vitality of the area.

The largest private employers in Essex Junction include IBM, Flex-A-Seal, ASK-int TAG; and niche businesses include Champlain Valley Expo, Harley Davidson and CVAA (the Area Agency on Aging for Addison, Chittenden, Franklin, and Grand Isle Counties). Information about large employers can be found in the Essex Town Plan along with specific information from the Essex Economic Development Vision and Plan, 2010.

While the number of employees is not included in the Essex Junction Business

Table 5
Businesses by Category in Essex Junction as Reported in the Essex Junction Business List

Business Classification	Estimated Total Businesses
Auto Repair	12
Bank	6
Construction Services	4
Fitness	4
Government	4
Industrial	6
Medical	26
Misc. Services	15
Non-Profit	10
Personal Services	19
Professional Services	31
Restaurant	29
Retail Store	52
Total	**218**

Source: Essex Junction Business List, dated 2/7/2014 – information gathered from Zoning Permits and therefore not a complete inventory of the existing businesses.

List, the Essex Economic Development Commission has access to the VT Business Magazine's Business Directory. That is also not a complete dataset as the information is self-reported by businesses that choose to provide the information, however that database does include full time employees if provided by the business.

Table 6
Employment in Essex as Reported in the VT Business Magazine's Business Directory

	# of Businesses	# of Fulltime Employees
Essex (both Town and Village)	168	8,165
Village	67	5,440
Source: Essex Economic Development Commission & the VT Business Magazine's Business Directory		
Notes:		
1. This is not a complete census of the businesses, this is only data compiled from businesses who have chosen to provide the VT Business Magazine with their information.		
2. 16 out of the 67 Village businesses; and 27 out of the 101 Town businesses in the Directory did not report the number of fulltime employees.		
3. The fulltime employment numbers assume IBM has 5,000 employees.		

3.2 Income Characteristics & Labor Force

An important factor in the economic health of any community is the local household income level. The income level within any community directly affects a community's health in the following areas:

1) Tax base to support the provision of needed community services such as streets, sewer and water facilities, libraries, etc.;
2) Type and cost of housing, particularly the availability of affordable housing;
3) Types and number of businesses and services available; and
4) Ability to attract and maintain a solid commercial and industrial economic base.

Table 7 compares financial characteristics of Essex Junction residents to those of the county. The Median Income in Essex Junction is higher than Chittenden County, indicating the relative prosperity of Essex Junction and the surrounding communities.

Table 7
Financial Characteristics, 2007-2011

	Essex Junction	Town of Essex (w/o Village)	Chittenden County
Median Household Income	$64,013	$73,855	$62,260
Per Capita Income	$33,061	$34,307	$32,533

Source: U.S. Census, American Community Survey 2007-2011

The 2012 total Labor Force – the population, aged 16 and over, which is employed or unemployed, including those in active military duty - for the Town of Essex is estimated at 11,990. The 2012 annual unemployment rate for the Town of Essex (Essex Junction data is not available) was 3.7% - slightly lower than the County's rate of 4.0%, and the State's rate of 5.0% (Source: Annual Unemployment Rate, Not Seasonally Adjusted from the Local Area Unemployment Statistics program produced by the VT Department of Labor, Economic & Labor Market Information). While Vermont still holds one of the lowest unemployment rates in the country, we are vulnerable to a lack

of market diversification – as seen by the challenges faced when IBM has layoffs. This further supports the goals of this plan to support, grow and diversify Essex Junction's local economy.

3.3 Village Center and Park Street Areas

The Village Center and Park Street area is the community's traditional business center and home to numerous local businesses and retail shops. The Village is striving to capitalize on this business center, and encourage development that will enhance the environment. Specifically, the Village is encouraging the development of market rate residential development, encouraging the diversification of the mix of non residential land use, attracting new business, marketing vacant retail properties, and working to redevelop underutilized properties. The creation of the Crescent Connector is an example of this vision, as it will revitalize underused property and enhance the Village environment. The continuing viability of the Village Center as a community focal point is an important consideration in this Plan.

Public improvement projects have been a central focus of the economic development efforts in the Village Center over the past five years. The planned development of the Crescent Connector is the largest of these projects; however there have also been numerous smaller projects, such as the construction of additional sidewalk on Lincoln Street and the proposed development of a multi-use path along the rail tracks. The Village has continued to use the gas lamp style lighting to maintain a consistent feel to the Village Center. Another 1.5 million dollar streetscape project was completed in 2008, which included new mast arms and traffic signals at the Five Corners, pedestrian lighting, on-street parking, sidewalks and landscaping. Plans to widen Pearl Street to accommodate cyclists and the potential to pedestrianize a short section of Main Street will stimulate economic activity while accommodating more efficient vehicle movements.

3.4 Pearl Street Business

The Pearl Street business corridor is an important part of Essex Junction's business and retail sector. There are significant differences in the types of businesses located at the Village Center and those along Pearl Street. The Pearl Street corridor contains a variety of local retail and service oriented businesses, including two shopping centers, the Champlain Valley Exposition (CVE), fast food restaurants, numerous other businesses and residential uses. New higher density housing has been introduced which will help sustain the adjacent local businesses.

Reports reveal that Essex Junction businesses serve primarily the local market and are facing competition from recent retail and office developments in surrounding communities. The Village plans for an economic strategy that capitalizes on the economic impact of CVE fair and non-fair related events, and works with property owners to develop underutilized sites for residential and mixed-use development.

In 2005 the Village worked with the CVE and Saratoga Associates on the Pearl Street Enhancement Plan. The major focus of the plan included upgrades to the Pearl Street frontage of the CVE and recommended zoning changes to improve and promote higher density mixed-use development and improved design standards. The CVE frontage was upgraded in 2011.

3.5 Champlain Valley Exposition Fairgrounds

CVE is a major year round events venue. CVE is strategically located close to the Village Center and on a main road, which creates opportunities for local business to capitalize on the influx of people to the Village for CVE events. Public Village representatives should participate in the

planning of any changes to the present use, or to the present master plan, as this will affect both the surrounding residents and the entrance into Essex Junction. Any new Master Plan or changes to the existing Master Plan should emphasize mixed use with a base of light industry and commercial uses. In addition, the Village should carefully consider and encourage businesses that support the events at CVE such as hotels and restaurants.

3.6 IBM

Essex Junction has maintained a strong employment base since IBM located within the Village in 1957. IBM is Vermont's second largest private employer and has a major economic impact on the local, regional, and state economies. While IBM has decreased in size, they remain the employment "anchor" in Essex Junction, as well as within the surrounding communities. The demand for commercial and professional services is largely the result of IBM.

In recent years the IBM site has become a Technology Park which is attracting smaller businesses to the site. A joint Village and IBM initiative is developing 300,000 square feet of Light Industrial space on Maple Street which will attract more employers. Diversification on this site will help the Village, Region and State be prepared if there are any additional significant changes at IBM in the future. As one of the State's top employers it would be beneficial to have a plan in place for potential changes (either expansion or contraction) at IBM. The results of this planning should be included in the next update of the Village's Plan and the County's Comprehensive Economic Development Strategy, with involvement of Essex Junction. The Village should support development and infrastructure policies and investments that meet the needs of IBM or their successors, but also minimize impacts on the local residents.

3.7 Implementation Strategies from the Town's Economic Development and Vision Plan

The Village Planning Commission endorses the implementation strategies and should engage in policies to make progress on the strategies as opportunity arises. The Village is particularly interested in maximizing success in the transit specific strategies as identified in #4 (regional multi-modal improvements), #10 (freight rail service expansion), and #12 (transit oriented development). The following is excerpted from the Town's Town Plan: The Essex Selectboard asked the Economic Development Committee (EDC) to prioritize the 13 implementation strategies that were identified in the Economic Development and Vision Plan: Essex, Vermont prepared by BBP and Associates. Many of the strategy recommendations are resource expansive and intertwined, and as a result, were prioritized by the EDC with the goal of maximizing the potential effectiveness of strategies within the human and fiscal resources available. The following list shows the strategies ranked in priority order, from highest to lowest, as summarized and/or amended by the EDC:

1. **Major Roadway Improvements –** The Town is encouraged to engage actively in infrastructure improvement projects, such as completion of the Circ Highway, VT Route 15 corridor improvements, and VT Route 117 improvements, along with the Crescent Connector, (in the Village).
2. **Strategic Industrial Park Evaluation –** The evaluation, with regards to the Town's two industrial parks, should enable a better understanding of what is working, what is not, and what is next.
3. **Government Service Retention and Expansion –** The focus would be on the retention of current government services and the attraction and expansion of Federal and State government services, along with the development and submittal of projects that may not be feasible without appropriations from other governmental sources.
4. **Regional Multi-Modal Improvements –** Multi-modal projects can improve both the economic climate and the quality of life in Essex, with a focus on local projects.

5. **Marketing Program –** A marketing program should define an Essex brand, modes to present that brand, and identify niches the Town seeks to occupy (such as outdoor recreation, "green businesses," food commerce, and technology).
6. **IBM Site Initiative –** Communications should be established and maintained with IBM that better enable local government and the community to understand site opportunities and future plans and challenges.
7. **Infill Development –** Infill should be facilitated where appropriate, with care taken to preserve the character of neighborhoods and surrounding areas.
8. **Business Visit/Assistance Team –** A pilot program should be established to test the value of reaching out to existing Town businesses on a regular basis.
9. **Business Development Data Center –** Collecting and updating data on business status and infrastructure is resource intensive, with the costs outweighing potential benefits.
10. **Freight Rail Service Expansion –** Further investments in freight rail infrastructure can have a positive effect the Town‟s ability to attract business, as well as providing opportunities for expanded passenger rail access and service.
11. **Local Education Resource Promotion –** Promoting the high caliber local school system should be incorporated into a marketing program.
12. **Transit-Oriented Development (TOD) –** The Town should remain vigilant in its search for TOD opportunities and flexible in its response.
13. **Green Entrepreneurial Center –** A low priority, given the estimated price ($5.3 million) to build a green incubator space.

The EDC believes housing, particularly affordable housing, is a critical component of an economic development strategy, though it was not included in or attached to any of the 13 implementation strategies.

3.8 Business/Economic Development Goals

Goal 1: Assist and work with existing businesses to stay and expand within Essex Junction. Assist and work with new businesses to invest in Essex Junction.

Objective 1.1:	Maintain a favorable business climate in Essex Junction.
Objective 1.2:	Encourage the development of a diverse array of residential units in the Village Center and Pearl St. Districts.
Objective 1.3:	Consider performing market studies or other effort to identify and attract businesses to the Village to enhance Village life.
Objective 1.4:	Work with officials at IBM, as well as the other businesses located at the IBM campus, to meet their future development needs.
Objective 1.5:	Encourage opportunities for bandwidth improvements.
Objective 1.6:	Support efforts to create a culture and environment that encourages entrepreneurs and their start-ups (i.e. co-working spaces, technology training, maker & hacker spaces).
Objective 1.7:	Work with Essex Economic Development Committee to help identify underutilized structures in the Village and assist in matching the landowners with business prospects.

Goal 2: To increase the Village's relationship with the local business community.

Objective 2.1:	Look for strategic opportunities to work with business and property owners on economic development.

Objective 2.2: Work closely with regional businesses through active membership in such organizations as the Greater Burlington Industrial Corporation.

Objective 2.3: Encourage Village membership on key and regional committees involved with business expansion and economic development. Continue to work with the Essex Economic Development Commission, and the Chittenden County Regional Planning Commission.

Objective 2.4: Promote the Village as a destination for shopping, services, and tourism.

Objective 2.5: Provide mechanisms for increased communication between the business community and Village Officials.

Objective 2.6: Continue work with the Town and Essex Economic Development Commission on the implementation strategies from the Economic Development and Vision Plan: Essex.

Goal 3: To provide mechanisms for efficient and timely review of development applications.

Objective 3.1: While maintaining environmental standards, ensure that the local codes do not inhibit/prohibit local development.

Objective 3.2: Provide application checklist of all requirements for each stage of review.

Goal 4: To preserve and enhance the appearance and historical character of the Village of Essex Junction.

Objective 4.1: Maintain Design Review in the Village Center.

Objective 4.2: Design publicly financed improvements to preserve the character of the Village Center.

Objective 4.3: Establish local historic districts or other mechanisms to preserve existing residential structures of significant historic village character along major arterials and in historic neighborhoods.

Objective 4.4: Create a list of noted historic sites and buildings to supplement Map 2.

Objective 4.5: Continue streetscape and landscaping efforts to attract private sector investment.

4. Open Space – Recreation & Natural Resources

Open Space bolsters local economies, preserves significant natural resources, provides recreational opportunities and guides growth into appropriate areas. Through the Heart & Soul project residents put great value in their public places for outdoor and indoor recreation for all ages and abilities. Residents treasure Indian Brook reservoir, neighborhood parks and the chance to connect by bicycle or on foot. This chapter describes the protection and management of these valued open spaces as follows: local parks, schools and recreational facilities that provide extensive active recreational opportunities; urban amenities such as sidewalks and plazas; and natural environmental resources.

This chapter also includes a section on flood hazards and flood emergency preparedness and resiliency.

4.1 Local Parks, Schools and Recreational Facilities

The provision of parks and open space for active and passive recreation is an essential and treasured urban function. The 2007 Essex Junction Recreation and Park Master Plan identified all park lands within the Village and determined that there is sufficient parkland to serve Essex Junction's residents. The plan also noted significant natural areas in close proximity to the Village including the Indian Brook Reservoir in the Town of Essex.

Within Essex Junction, the management of the parks, recreation programs and facilities are the responsibility of the school system under the direction of the Prudential Committee. These include the management of all three of Essex Junction's formal parks along with all of the school properties that contain the majority of active recreation facilities within the village. A full-time Recreation Director administers the program. A Recreation and Park Master Plan for 2007-2016 sets the vision, goals and implementation of future recreation projects and park maintenance.

Essex Junctions existing parks and open space include the following (See Map 3):

A. Stevens' Park: 8.2 acre neighborhood park designed for passive, nature oriented activities. Designed walking/jogging trail system (also used by bikers). Low-level activity area with established play equipment.

B. Cascade Park: 10-acre neighborhood park designed for active recreation use. Youth baseball field; three (3) tennis courts; one (1) basketball court; one (1) mini-basketball court; one (1) established play equipment area; one (1) picnic pavilion; parking lot for 18 vehicles.

C. Maple St. Park: 38 acre Community Park, designed for active recreation use. Facilities include one (1) lighted baseball field, two (2) lighted tennis courts; one (1) lighted basketball court; three (3) picnic pavilions; two (2) outdoor swimming pools with bath house;; two (2) multi-purpose fields; two (2) Little League baseball fields; a trail system; one (1) skatepark; one (1) bikepark; low level playground activity with established play equipment; parking lot for 128 vehicles.

D. Essex Community Educational Center: 93 acre site housing high school complex. Outdoor facilities include: multi-use stadium; all weather running track; one (1) baseball diamond; one (1) football field; four (4) lighted tennis courts; 400 meter track; parking lot for 370 vehicles.

E. Albert D. Lawton Intermediate School: 33.5 acre site housing middle school building. Outdoor facilities include: One (1) baseball field, one (1) soft ball field, four (4) multi-purpose field areas, parking lot for 110 vehicles.

F. Fleming School: 5.44 acre site that houses elementary school complex. Outdoor facilities include: one (1) basketball court; high intensity playground area; one (1) youth baseball field, multi-purpose play area; parking lot for 301 vehicles.

G. Hiawatha School: 15.65 acre site that houses elementary school complex. Outdoor facilities include: one (1) youth baseball field; two (2) multi-purpose fields; low level playground activity area.

H. Summit Street School: 3.7 acre site that houses elementary school complex. Outdoors facilities include: high intensity playground area; large open space area.

I. Park Street School: 1.29 acre site that houses alternative school building. Outdoors facilities include: low-level playground activity area.

J. "Parizo Farm" Property: 7.73 acres owned by the Essex Junction School District adjacent to the Hiawatha School.

K. Fairview Farms: 10 acres owned by the village; currently natural area open space

L. Whitcomb Heights: 9 acres designated natural area open space.

M. State Property at 111 West Street: 30 acres of open green space, including 98 community garden plots and the Essex Dog Park, both managed by Essex Junction Recreation & Parks.

N. Tree Farm Recreational Facility: 99.1 acres of green space including 13+ soccer fields which are home to a variety of soccer tournaments and the space is available to community members for dog walking, kite flying, and bike riding.

O. Meadow Terrace Community Gardens: 24 organic community garden plots administered through Essex Junction Recreation & Parks.

P. Other Available sites: There are several facilities owned by other agencies which provide recreation opportunities to Village Residents:

1. Indian Brook Park: 577 acres, Town of Essex – Natural Park. Outdoor activities
2. Winooski Valley Overlook Park: 4 acres, Winooski Valley Park District – Natural area
3. Sixty-eight Acre Park: 58 acres, Town of Essex – natural area.
4. Pearl Street Park: 14 Acres, Town of Essex – Active, athletic Park
5. Champlain Valley Exposition Fairgrounds: North of Pearl Street

At Essex Junction Recreation & Parks (EJRP), significant improvements have taken place over the past several years to accomplish master plan goals and meet community needs. A Head of Grounds and Facilities Maintenance was hired to oversee the maintenance and operations of the parks and facilities, a maintenance plan is in place for the athletic fields and playgrounds, several fields at Maple Street park have been irrigated, a court resurfacing schedule has been established, there is new signage at each of the three Village parks, a Bike/Walk Advisory Committee was established by the Village Trustees, the skate park at Maple Street Park was constructed, the Essex Dog Park was

built at 111 West Street, the Bike Park at Maple Street Park was constructed, 32 new garden plots were added at the Community Gardens at 111 West Street.

The only pieces of the recreation master plan related to facilities that are not yet implemented include building two sand volleyball courts at Maple Street Park, and further investigating the need for more indoor recreation space, including an indoor swimming pool. Sand volleyball courts are currently in the FY17 capital plan, though Maple Street Park has some space constraints as much of the property is already used. The Recreation Advisory Council is beginning discussions this year about future space needs.

In 2009, the vote for a previously established one cent ($.01) tax on the municipal grand list to support the Recreation and Parks Capital Replacement Reserve Fund failed. In a subsequent vote, $75K was approved by tax payers to support the fund. Since 2009, the annual vote continues to be on the question of $75K and has been approved. The difference between the one cent ($.01) on the grand list vs. the $75K results in $25K less investment each year. With increasing demands on programs, parks, and facilities, more capital funding will be required to maintain and enhance parks and facilities, especially as the building and pools both age.

4.2 Other Urban Amenities

Essex Junction also puts great value in its downtown public streetscape, comprehensive sidewalk network, off-road bike-paths, and several quiet residential neighborhoods where biking and walking are a common form of recreation. Heart & Soul participants identified these resources as vital to Health, Safety, Thoughtful Growth and Community Connections.

Essex Junction has invested significant resources towards the revitalization of its historic downtown in the Five Corners over the last five years. A major piece of that effort has been public streetscape and open space improvements. A thriving Farmers Market has been accommodated on Lincoln Place. The annual Village Block Party has been a huge success, but requires the closing of Railroad Avenue. Noticeably absent in the downtown is a village green, a symbol of the New England Village. The development of a green in the Village Center would require demolition and redevelopment.

The Transit Oriented Development Zoning District along Pearl Street encourages the provision of passive outdoor spaces such as a plaza or green in redevelopment projects.

Sidewalks and urban street trees are critical components of open space in an urban area. They help to connect residents with the larger open spaces, and help to create a walkable, vibrant downtown. In the more urban areas of the Village, such as the Village Center and Transit Oriented Development District, wider sidewalks will be required on new streets along with benches and pedestrian amenities. The Village has widened sidewalks as part of the Main Street and Railroad Avenue Streetscape Projects, and Park Street as part of the Essex Junction Redevelopment Project.

Bike paths are also critical components of urban open space. The Bike/Walk Committee is working to map all routes and linkages in the village and identify gaps, and is working on developing this into a future bike and pedestrian official map. The Committee has also developed a list for use in review of development projects. In addition the particular type of connection should be flexible as the best solutions are site specific.

Paths that are currently being considered include:

- a dedicated multi-use path from Essex Junction to Richmond;

- pedestrian link connecting the state property on West Street to Pearl Street by Harley Davison Motorcycles;
- changes to Park Street due to the crescent connector road which will include a pedestrian sidewalk, bike lane, and allow travel from Park Street to Route 15 even when the chip train is traveling through the village (construction may be complete by summer 2015);
- path through CVE property connecting Route 2A to Route 15;
- path connection to the tree farm off Old Colchester Road from Autumn Pond apartments and the high school. There will be a complete loop around the tree farm and the developer of Autumn Pond will maintain the path connection; and
- encourage links with surrounding communities.

In addition, the Village tree planting program to replenish and maintain trees in the Village right-of-way is an essential component of the urban open space infrastructure. This work of the Village Tree Advisory Committee is discussed further in the Agriculture & Forestry chapter.

4.3 Natural Environmental Resources

The natural resources base within, and adjacent to a community, are important factors to consider for several reasons. First, they may limit, or direct the type of development which will occur. Second, they contribute to the quality of life within the community. Third, they provide opportunities to preserve important environmental areas. Finally, they provide important recreational opportunities for residents. The safe, attractive and efficient utilization of land is largely dependent upon these important natural resources. These resources all contribute to the identity of the Village as a desirable place to live and work. Residents value these resources as reflected in the Heart and Soul values, particularly Health & Recreation and Thoughtful Growth.

Map 1 identifies several important natural resources within the Village, briefly described below. Protection of these resources are listed here and in several other chapters throughout the Plan.

Watersheds and Rivers – It is useful to start a natural resources discussion with watersheds, as an integrated watershed approach to the protection of land and water resources is key to ensuring fresh, clean water, habitats and healthy natural resources. There are two basin level watersheds in Essex Junction – the Winooski River, and direct discharges to Lake Champlain (Indian Brook – discharges in Malletts Bay). The two waterways passing through the Village - Indian Brook and Sunderland Brook - feed these larger basins. These rivers serve as habitat for fish and wildlife, as natural flood control features, and as an attractive environment in which to live. Erosion control and stormwater management are important measures to restore and protect these resources. The Utility section of this plan describes the measures that the Village is taking on this front. In addition, the following Flood Plain and Fluvial Erosion Hazard Areas contain further detail.

Flood Plains – Floodplains are those areas that are under water during periods of high flow. For regulatory purposes the floodplain consists of the Special Flood Hazard Area and the Floodway – as identified by the Federal Emergency Management Administration (FEMA). The Special Flood Hazard Area is the area subject to a 1% or greater chance of flooding in any year. Thus, while on average such lands flood once every 100 years, floods can and do occur more frequently. The Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot at any point. The floodway is the area where the fastest moving and most destructive floodwaters will flow during the 100 year flood. Thus, while all land within the floodplain will be wet during a 100 year flood, the most damage to property and loss of life will occur in the floodway.

Essex Junction protects its flood plain through flood hazard zoning regulations which limits the amount of damage by limiting the amount of development and fill in flood plains. These development regulations also present opportunities to maintain natural open spaces and develop needed recreation facilities. The largest designated Flood Plain lies adjacent to the Winooski River. The second area is located in the northern section, along Indian Brook, from the northeast corner of the Fairgrounds across Lincoln and Main Streets to the easterly boundary of the Countryside subdivision.

Fluvial Erosion Hazard Areas – While some flood losses are caused by inundation (i.e. waters rise, fill, and damage low-lying structures), most flood losses in Vermont are caused by "fluvial erosion". Fluvial erosion is caused by rivers and streams, and can range from gradual stream bank erosion to catastrophic channel enlargement, bank failure, and change in course, due to naturally occurring stream channel adjustments. The areas most subject to this type of erosion are called "Fluvial Erosion Hazard Areas (FEH)" and these areas have been identified and mapped in accordance with accepted state fluvial geomorphic assessment and mapping protocols. These are depicted on Map 1.

A FEH area includes the stream and the land adjacent to the stream. It identifies the area where stream processes can occur to enable the river to re-establish and maintain stable conditions over time. The area boundaries also attempt to capture the lands most vulnerable to fluvial erosion in the near term, as well as the area needed by a river to maintain equilibrium. The map also provides a valuable insight into the location and nature of fluvial erosion hazards, and can be used to support many effective mitigation options. As can be seen on Map 1, most of the fluvial erosion hazard areas are located within the floodplain which is protected from new development. However, there is an area south of Cascade Street that is not currently regulated by the flood plain regulations. This area should be monitored to determine if additional protections are needed. Also, because fluvial erosion is not only caused by

How Fluvial Erosion Occurs:

Every river has a probable form, reflecting its complex interaction of many factors, including inputs from its watershed (water, sediment, ice, woody debris) as well as the physiographic setting (geology, soils, vegetation, valley type). Figure 1 illustrates the balance between watershed inputs (water and sediment), channel characteristics (slope and boundary conditions) and the physical response of a channel either by aggradation (sediment deposition), or degradation (scouring of sediment).

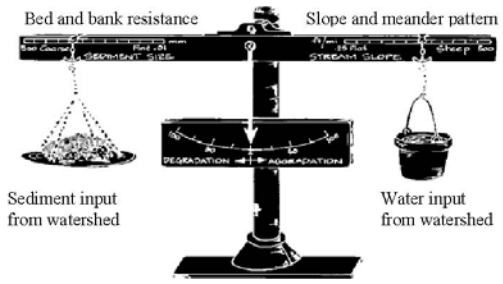


Figure 1. The channel balance (Lane, 1955)

Illustration credit: *Lane, E.W. 1955. The Importance of Fluvial Morphology in Hydraulic Engineering. In Proceedings of the American Society of Civil Engineers 81(745): 1-17. Reproduced by permission of the American Society of Civil Engineers.*

When all the elements are in balance, a river is said to be in "dynamic equilibrium." A river in equilibrium can carry its load of water, sediment, and debris, even during high flows, without dramatic changes in the width, depth, or length (slope). A dramatic change in any of these elements will tilt the balance and lead to changes (or adjustment) as a river attempts to move back toward an equilibrium condition. This adjustment is often expressed as fluvial erosion, or major changes in channel dimension and location, as a river attempts to regain equilibrium.

One common mode of channel adjustment seen throughout Vermont is the response of a river to straightening. When a river is straightened, the slope of the channel is increased. As a result, the river has more power, and a greater ability to carry sediment, and begins to incise, eroding the stream bed. The incision leads to a situation where the river becomes disconnected from its floodplain. Without floodplain access, which serves the essential purposes of slowing floodwaters and storing sediment, stream banks are subjected to the full power of flood flows, leading to extensive fluvial erosion. If left alone, the river will eventually erode its banks enough that it can lengthen its channel, regain a more stable slope, and develop a new floodplain at a lower elevation.

new development, all of the fluvial erosion areas should be monitored to see how best to accommodate fluvial equilibrium and natural erosion processes while minimizing undue damage to property.

Wetlands – The development on or near wetlands is strictly regulated. In addition, wetlands provide a natural habitat for animals and preserve natural areas (described in more detail in the following section). They also serve important ecological functions including storm water runoff purification and ground water recharge. The wetland areas identified by the Vermont Significant Wetlands Inventory are indicated on Map 1. It should be noted that there may be additional wetlands that are not currently mapped.

Significant Wildlife Habitat – Just as the southern portion of Essex is described in the *Essex Open Space Plan 2008* and the 2011 Essex Town Plan, the Essex Junction landscape is mostly a developed urban core which, for wildlife, presents highly fragmented and isolated backyard, woodlot, wetland and streamside environments marked by a strong human presence. This type of habitat is home to wildlife species that can live where roads, houses, industry, people and their pets can be found. Habitats of particular significance, and mapped on Map 1, include:

- The *Essex Open Space Plan 2008* identifies a portion of the Winooski River riparian area in both Essex and Essex Village as a **Contiguous Habitat** Unit – defined as a larger, relatively continuous wildlife habitat area that has been defined and mapped based on the presence of wetlands and riparian habitat. This area is also considered to be a Natural Community, defined below. The particular significance of this area is described in the sidebar – especially the intact floodplain forest in the Winooski Valley Park District's Woodside Natural Area.
- **Natural Communities** are identified at a larger scale than species specific habitats, and they consist of an interacting assemblage of plants and animals, their physical environment, and the natural processes that affect them. These communities are assigned a state rank that describes the rarity of the community type in Vermont. The rank of the communities found in Essex Junction can be found on the State's BioFinder at biofinder.vt.gov/. These communities include wetlands, surface waters and riparian areas, and particular types of upland communities.
- **Rare, Threatened & Endangered Species** – A rare species only has a few populations left in Vermont and faces threats from development of their habitat, harassment, collection, and suppression of natural processes (such as fire). The VT Fish and Wildlife Department uses a ranking scheme to describe rarity in Vermont (S1 is very rare, and S5 is common and widespread) – this information can be found on the State's BioFinder. Endangered and Threatened species are generally described as "species whose continued existence as a viable component of the state's wild fauna or flora is in jeopardy" and are protected by State and Federal law (*Conserving Vermont's Natural Heritage*, Vermont Fish and Wildlife Department and Agency of Natural Resources).

> "A variety of diverse wetland communities are found in Essex. Of special note are floodplain forest communities along the Winooski River (e.g., the Winooski Oxbow Wetlands and the 68 Acres Site) that are uncommon in Vermont because most have been cleared for agriculture. These natural communities are one of the most highly functioning because of their location along the river − they filter excessive nutrients during flood events and provide critical riparian habitat. They are also one of the most degraded − in many places all that remains of these floodplain forests is a thin strip of trees along the riverbank."
> *Essex Open Space Plan 2008*

As Map 1 shows there are a number of these habitat locations – most, but not all, are associated with the Winooski River, Indian Brook, Sunderland Brook and the tributaries that feed them. Efforts to protect these habitats and species are critical to protecting and preserving Vermont's heritage and

can include conservation, restoration, and management plans. In summary, Significant Wildlife Habitat includes those natural features that contribute to the survival and/or reproduction of the native wildlife of Essex Junction. These areas include, but are not limited to: contiguous habitat units; habitat for rare, threatened, and endangered species (state or federally listed); riparian areas and surface waters; and wetlands.

Scenic Views - Although there are many outstanding view sheds within the Village, three areas have been particularly identified. First, in the northeasterly section of the Village, between Upper Main Street and the Countryside development, is the highest point within the Village. Spectacular views of Mount Mansfield and the Adirondack Mountains are visible from this location. Second, the river crossing on Park Street provides views of the Winooski River and serves as a scenic entrance to the Village. Third, along the westerly end of Pearl Street there are spectacular views of the Winooski River Valley.

Forested Areas – Much of the land that was forested has been developed within the Village. The State of Vermont abandoned its tree nursery operation on Old Colchester Road and has sold the property to the Village and Town for recreational use. Other heavily forested areas are located on the Whitcomb Farm. Maintaining the forested areas on the Whitcomb Farm along the Winooski River is particularly critical for wildlife habitat and flood protection.

Agricultural Areas – The Village is fortunate to have one active farm still in existence. The Whitcomb Farm is in the southwest sector of the Village has been actively farmed by the Whitcombs since 1879. The Vermont Land Trust, with funding assistance from the Village, purchased development rights on 271 acres of the Whitcomb Farm in March 2014. Additional development rights are planned for purchase on approximately 143 acres, pending funding in 2015. . See the Agriculture chapter for more details.

Prime-Ag Soils - Soil classifications are another important natural characteristic within the Village, particularly as they pertain to prime-ag soils, whose development potential may be limited, or mitigation required, by the State of Vermont under Act 250. The prime-ag soils in the Village are identified on Map 1.

Sand & Gravel – There are no sand and gravel operations or resources in the Village.

Thrust Faults - As noted in the 2011 Essex Town Plan there are two thrust faults running southeast to northwest through the southwest quadrant of the Town (and therefore in the Village). These are described in the 2011 Essex Town Plan as follows: “There is no recorded mention of movement along these faults so seismic danger is minimal. Below the fault, however, is a deep layer of very porous carbonate which allows ready movement of water and facilitates the aquifer recharge process. At present, this porous layer of carbonate is protected by the upper impervious plate and/or a substantial layer of surficial material.” Analysis of these areas should be considered in order to determine how properties along the thrust faults should be managed.

4.4 Other Natural Resource Considerations

Air Quality – Outdoor air pollution in significant concentrations can raise aesthetic and nuisance issues such as impairment of scenic visibility; unpleasant smoke or odors; and can also pose human health problems, especially for more sensitive populations like children, asthma sufferers, and the elderly. While Chittenden County’s air quality meets current National Ambient Air Quality Standards (NAAQS), we are close to the limits for ground-level ozone and fine particulates. We are also subject to pollution from the mid-west that we cannot control. If the NAAQS are revised to be more stringent

- or air pollutant levels increase - so that we exceed the NAAQS, additional and costly environmental regulations will apply to our region (Source: *2013 Chittenden County ECOS Plan* and http://www.anr.state.vt.us/air/).

Climate Change - Temperature and precipitation records for the latter half of the 20th century show that Chittenden County's climate has changed: winters became warmer and summers became hotter. Lake Champlain freezes over later and less frequently and the growing season lasts longer. While it is unknown exactly how future climate trends will specifically affect Chittenden County, precipitation throughout the northeast is projected to increase as much as 10 percent over the century. Climate model forecasts for the Northeast US predict that during this century temperatures will continue to increase, as will extreme heat days and heat waves. Scientists overwhelmingly agree that changes in climate worldwide are a result of human activities, mainly the burning of fossil fuels. Current and predicted changes in climate will have broad implications for environmental quality, natural communities, public health, built environment, and local economy. The regional greenhouse gas emissions inventory determined that 1,193,000 metric tons of carbon dioxide equivalents were generated in Chittenden County in 2010. This amount is approximately 16% of the state's 2011 greenhouse gas emissions. Transportation accounts for 48% of county emissions; heating fuels account for 38%.

Climate change mitigation and adaptation measures are varied and include many strategies the Village is already undertaking for other reasons – for example, the Village's efforts to increase sidewalks and bikepaths will provide residents with an alternative mode of transportation that does not produce greenhouse gas emissions. The Chittenden County Regional Planning Commission's *Creating a Climate for Resilience: Chittenden County Regional Climate Action Guide* identifies priority regional strategies and actions, and provides guidance on actions for interested municipalities, employers, and individuals. The Guide includes actions for both reducing the ways we contribute to climate change (climate mitigation) and to adapt in ways that make us more resilient to a changing climate (climate adaptation).

Genetically Engineered Trees – Just as we've seen in agriculture, genetic engineering is being introduced in the forestry industry as well. There are many reasons why geneticists have been working on this, including pest resistant trees, and the reduction of lignin which complicates the paper making process. The effects of these new genes are unknown, though interference with the natural environment is certain considering pollen drifts.

4.5 Flood Resiliency

As of July 1, 2014 municipal plans are required to include a flood resiliency goal and element. The requirements include identification of flood hazard and fluvial erosion hazard areas; designates those areas to be protected, including floodplains, river corridors, land adjacent to streams, wetlands, and upland forests, to reduce the risk of flood damage to infrastructure and improved property; and recommends policies and strategies to protect these areas and mitigate risks. This Plan calls for avoiding new development in these areas and eliminates exacerbation of flooding and fluvial erosion, encourages protection and restoration of these areas, and plans for flood emergency preparedness and response.

Identification of the flood and fluvial erosion hazard areas, and the areas to be protected were described in this chapter above, and are mapped on Map 1, and Map 11. The Village and Town joint All Hazards Mitigation Plan (AHMP) developed in conjunction with the Chittenden County Regional Planning Commission (adopted in 2011, planned for update in 2016) also identifies the most significant hazards for Essex and Essex Junction:

Severe winter storm	Power loss	Telecommunications failure
Major transportation incident	Key employer loss	Hazardous materials incident
Multi-structure urban fire	Flooding	Water service loss

While the AHMP includes much more detail on these hazards, particular issues identified regarding flood risk include:

- "Parts of Essex Town and Essex Junction lie downstream of the Essex Dam #19, which is the only high-hazard dam located in Chittenden County. Green Mountain Power, which owns the dam, has mapped the area that would be inundated in the unlikely event of a dam failure. Innundation maps are routinely reviewed and updated to identify new developments that might be affected by inundation. The emergency action plan for the dam is updated annually and provided to appropriate first-responder organizations."
- The AHMP identifies two critical facilities (The Center for Disaster Management and Humanitarian Assistance defines critical facilities as: "Those structures critical to the operation of a community and the key installations of the economic sector.") associated with Green Mountain Power in the floodplain in Essex Junction. However, as Map 11 shows there are actually three critical facilities in the floodplain, including Essex Rescue.
- As of 2009, there are 5 residences and three commercial/industrial structures, including Essex Rescue, located within the 100-year floodplain in Essex Junction.
- Map 11 (and updated version of Map 3.1 in the AHMP) maps all structures, including bridges and culverts, in the floodplain.
- The AHMP finds that while existing structures in the floodplain are at risk, the Village zoning restricts new development in the designated flood hazard areas. The capabilities of the Departments of Public Works to mitigate flood impacts on municipal roads are considered adequate, with the exception of the Indian Brook Reservoir Dam.

The AHMP also identifies a number of actions the Village is taking to address these concerns. For example, the Village has an Emergency Operations Plan that provides directive for emergency preparedness and response planning; the Village maintains a culvert inventory and works to upgrade and maintain these culverts through the Capital Improvement program; and the Land Development Code protects these areas through the following mechanisms:

- Floodplain regulations in accordance with the National Flood Insurance Program;
- Low Impact Development (LID) is required of all developments. Applicants must demonstrate why LID is not possible before being granted access to the Village stormwater system.
- Review of all development within 200' of any waterway, floodplain or wetland. A 15 foot or more undisturbed buffer must be maintained adjacent to streams – this may be increased based on flood plain profile, slope of the land or other conditions. A 50 setback is considered above the high water mark of the floodplain for stream meandering, flooding or other natural processes. It is the objective of these standards to promote the establishment and protection of heavily vegetated areas of native vegetation and trees along waterways in order to reduce the impact of stormwater runoff, prevent soil erosion, protect wildlife and fish habitat and maintain water quality.

Goal 6 below calls for maintaining and expanding on these flood resiliency efforts.

4.6 Open Space/Recreation/Environmental Goals

Goal 1: Support the Essex Junction Recreation Department in providing a wide range of recreation and leisure opportunities for all residents of the Village.

Objective 1.1: Continue regulations which require the dedication of usable park lands and open spaces as a requirement of major development approval.

Objective 1.2: Support the implementation of the 2007 Essex Junction Recreation and Park Master Plan.

Objective 1.3: Encourage increasing the annual funding of the Recreation Capital Replacement Reserve Fund to one cent (.01) of the municipal grand list.

Objective 1.4: Encourage implementation of a recreation impact fee to create a fund to support future community park and facility needs.

Goal 2: Create urban open spaces.

Objective 2.1: Encourage the provision of plazas and other urban outdoor areas in major redevelopment projects in the Village Center and Transit Oriented Development Districts.

Objective 2.2: Require pedestrian and bicycle amenities in the creation of new public streets in the Village Center and Transit Oriented Development Districts.

Objective 2.3: Consider the development of a village green within the Village Center District.

Objective 2.4: Encourage or require the preservation of open space in new residential developments. Allow for innovative design in the preservation of open space through clustering and design techniques.

Goal 3: Preserve the natural beauty indigenous to Vermont within the Village of Essex Junction.

Objective 3.1: Maintain regulations which encourage the preservation of trees in new development.

Objective 3.2: Implement a program of selective planting of trees on private property adjacent to existing road right-of-ways.

Objective 3.3: Promote and actively participate in an annual tree planting program.

Objective 3.4: Consider protection of the outstanding view sheds identified in this Plan through amendments to the Land Development Code.

Goal 4: Continue protection of existing natural resources identified in this chapter.

Objective 4.1: Continue to enforce stormwater treatment standards in the Land Development Code to improve water quality in impaired waters and to minimize non-point source water pollution from new development.

Objective 4.2: Require retention of vegetation or effective re-vegetation of areas vulnerable to erosion.

Objective 4.3: Work with the Center for Technology Essex to develop a nursery to raise street trees for the Village and Town.

Objective 4.4: Continue incentivizing growth in the areas planned for growth, so that development pressures on natural resources and open spaces are lessened.

Objective 4.5: Ensure protection of the Village's significant wildlife habitat resources by inventorying the resources, determining their current level of protection, and if

necessary define them and establish standards for protection of them in the Land Development Code.

Objective 4.6: Coordinate with the Town, Region and State on efforts to establish air quality goals/objectives and encourage methods of air quality improvement.

Objective 4.7: Analyze the thrust faults to determine how properties in these areas should be managed for protection of aquifer recharge and minimizing undue property damage.

Goal 5: Reduce greenhouse gas emissions contributing to climate change and adapt to become more resilient to a changing climate.

Objective 5.1: Engage in climate mitigation strategies to reduce the region's contribution of greenhouse gases. For example, continue to implement policies that promote investment in transportation options that reduce emissions – such as sidewalks and bike lanes; and implement programs to increase urban forest canopy.

Objective 5.2: Engage in climate adaptation strategies to help individuals, businesses and communities be able to withstand and bounce back from – or even take advantage of – the impacts of climate change. For example, prepare and maintain plans for emergency operations, emergency response, business continuity and business recovery.

Goal 6: Avoid new development in floodplains, fluvial erosion hazard areas, and land adjacent to streams, wetlands, and upland forests; eliminate the exacerbation of flooding and fluvial erosion; encourage protection and restoration of these areas; and plan for flood emergency preparedness and response.

Objective 6.1: Continue to enforce the flood plain regulations to protect flood prone areas and minimize fluvial erosion.

Objective 6.2: Monitor the fluvial erosion hazard area south of Cascade Street that is not currently regulated by the flood plain regulations to determine if additional protections are needed.

Objective 6.3: Monitor all of the fluvial erosion areas to see how best to accommodate fluvial equilibrium and natural erosion processes while minimizing undue damage to property.

Objective 6.4: Plan culvert replacements for any undersized culverts in conjunction with roadway improvements.

Objective 6.5: Review the Hazard Mitigation Plan on a regular basis and follow-up on action steps.

Objective 6.6: Continue annual certification of the Emergency Operations Plan.

5. Education and Child Care

The Village of Essex Junction is centrally located and has ready access to numerous colleges and universities including the University of Vermont, Champlain College, St. Michael's College and Burlington College. These facilities provide varied opportunities for residents of the Village.

The public school system in the Village of Essex Junction is administered by the Essex Junction School District, an incorporated district which was chartered by the State in 1892, and the Union School District #46, established by the voters in the Village of Essex Junction and Town of Essex in 1995. The Essex Junction School District encompasses three elementary schools and one intermediate school. The school district is also responsible for the operations of the Essex Junction Recreation and Parks department. The Union School District #46 encompasses one high school and one regional vocational-technical center serving the communities of Bolton, Charlotte, Essex Junction, Essex Town, Fairfax, Grand Isle, Hinesburg, Huntington, Jericho, North Hero, Richmond, St. George, Shelburne, South Hero, Underhill, Westford, Williston, Winooski, and the Champlain Valley and Mount Mansfield Union High Schools.

Table 8 identifies existing school sites and acreage. Anticipated future school populations are listed in Table 9.

Table 8
School Property Inventory

Ed Center	93.0	acres
A.D. Lawton	33.5	acres
Hiawatha	15.65	acres
Summit	3.7	acres
Fleming	5.44	acres
Park Street	1.29	acres
51 Park Street (SU Office)	0.56	acres

Management, including planning, of the Essex Junction School District is by a five member "Prudential Committee" whose members are elected from the public at large. Management, including planning, of the Union School District #46 is by a six member School Board, three of whose members are elected by the Village, and three of whose members are elected by the Town of Essex (outside of the Village). The Prudential Committee's and Union School Board's functions include fiscal responsibility and the setting of school policies and standards. The Prudential Committee and Union School Board are responsible for planning for the local school systems. Specific education plans are available at the School District Offices.

Table 9:
Estimated Future Population in Essex Junction Schools

Year	Births	K	1	2	3	4	5	6	7	8	K - 5	6-8	K - 8
1990	239	93	132	116	114	95	107	110	108	94	657	312	969
1991	250	118	104	136	118	111	98	116	104	108	685	328	1013
1992	233	121	123	103	134	112	107	103	125	103	700	331	1031
1993	215	94	125	125	107	129	114	111	105	130	694	346	1040
1994	205	128	108	127	129	116	127	120	115	99	735	334	1069
1995	202	122	135	104	130	133	118	144	125	119	742	388	1130
1996	212	87	124	139	110	126	130	131	138	135	716	404	1120
1997	210	117	96	122	138	107	128	134	132	142	708	408	1116
1998	212	119	131	97	128	137	116	132	134	132	728	398	1126
1999	233	90	123	125	105	123	133	118	132	148	699	398	1097
2000	221	104	97	123	126	101	132	135	123	128	683	386	1069
2001	199	101	114	88	129	118	99	130	135	126	649	391	1040
2002	207	99	111	119	90	130	118	110	131	136	667	377	1044
2003	231	98	106	105	123	87	130	125	104	131	649	360	1009
2004	228	104	107	104	107	127	88	128	129	105	637	362	999
2005	227	114	96	102	103	111	123	92	128	136	649	356	1005
2006	204	96	115	99	107	107	106	131	99	122	630	352	982
2007	224	101	99	119	103	106	109	105	140	103	637	348	985
2008	261	119	100	103	113	106	106	113	105	141	647	359	1006
2009	205	111	109	98	107	112	113	110	116	110	650	336	986
2010	189	116	113	117	103	111	112	109	111	113	672	333	1005
2011	207	106	114	120	115	107	111	117	109	112	673	338	1011
2012	211	102	110	117	120	114	103	112	123	113	666	348	1014
2013	214	112	111	113	124	117	113	112	117	124	690	353	1043
2014	215	113	112	114	116	124	118	116	114	119	697	349	1046
2015	216	96	113	115	117	116	125	122	119	116	682	357	1039
2016	217	96	96	116	118	117	117	129	125	121	660	375	1035
2017	217	101	96	98	119	118	118	121	132	127	650	380	1030
2018	218	103	101	98	100	119	119	122	124	134	640	380	1020
2019	219	104	103	104	100	100	120	123	125	126	631	374	1005
2020	220	105	104	106	107	100	101	124	126	127	623	377	1000
2021	219	105	105	107	109	107	101	104	127	128	634	359	993
2022	218	105	105	108	110	109	108	104	106	129	645	339	984
2023	217	105	105	108	111	110	110	111	106	107	649	324	973
2024	216	106	105	108	111	111	111	113	113	107	652	333	985
2025	215	106	106	108	111	111	112	114	115	115	654	344	998
2026	213	106	106	109	111	111	112	115	117	117	655	349	1004
2027	211	106	106	109	112	111	112	115	118	119	656	352	1008
2028	209	105	106	109	112	112	112	115	118	120	656	353	1009
2029	207	105	105	109	112	112	113	115	118	120	656	353	1009
2030	205	105	105	108	112	112	113	116	118	120	655	354	1009

As can be seen from the above table, school populations are anticipated to remain fairly level for the next five years, then drop slightly to about 1,000 for the foreseeable future. The school district has no plans for new schools. However, the Union #46 District completed a $12.5 million renovation of several spaces within the Educational Center (high school, tech center, and rink) in 2008 and several renovations have occurred in recent years to improve each Essex Junction school. Single Family housing development, which tends to have the biggest impact on school enrollment populations, is

occurring at a very low rate due to the scarcity of vacant land. The increase in multi-family development in the Village is not likely to have a major impact on school enrollments.

5.1 Childcare

The availability of adequate childcare facilities for working parents is widely considered a critical ingredient of a healthy community. Not only is childcare an essential part of a community's social infrastructure, support for such facilities is increasingly considered an important economic development strategy.

The Essex Junction School District is a dedicated partner with the community in providing young children with high quality preschool and early care learning experiences. The Essex Junction School District provides high quality in-house preschool instruction to approximately 30 students. Through their agreements with high quality private preschool providers, that number increases to approximately 90 students total. The Essex Junction Recreation and Parks department is one of the private preschool partners and services about 18 students (most of which are Village residents). The department also provides after school childcare for nearly 200 children through its Village Kids program which operates out of Fleming, Hiawatha, and Summit Street schools during the school year. In addition, the department provides childcare for nearly 100 children during the summer through its Camp Maple Street program which serves about 90 children for nine weeks.

Childcare facilities are regulated by the Vermont Department for Children and Families. Providers operating out of private homes who care for not more than six pre-school children from two or more families, in addition to not more than four school age children for four or fewer hours each day, must be registered with the state.

According to the 2010 U.S. Census, 565 Village residents are under the age of 5 (6.1%), 591 residents are 5 to 9 years old (6.4%), and 610 residents are 10 to 14 years old (6.6%). While there is no way to determine how many families need childcare for those children, we can report the capacity and vacancy for the current childcare providers. As of February 2014, the VT Dept. for Children and Families Bright Futures Child Care Information System reports there were 16 licensed programs (including school programs) and 10 registered homes providing care for children in Essex Junction. These facilities have a combined capacity to serve 70 infants, 49 toddlers, 205 pre-school children and 393 school age children for a total of 694. At the time of this count there were the following vacancies: 16 infant, 9 toddler, 28 pre-school, and 16 school age for a total of 69. It appears that the licensed programs are licensed to serve additional students than they report for capacity so they may apply for a greater number than they are currently prepared to serve. It is important to note that the Child Care Information System reports data as provided to them by the programs – they do not do a census count. While there appears to be some capacity available in the existing programs, the Village appears to be adequately served by the existing childcare facilities. In addition, there are ample opportunities for new facilities as childcare facilities and home daycare facilities are allowed in most areas of the village. Map 5 identifies the locations of publically funded childcare facilities in the village.

5.2 Education Goals

Goal 1: Provide opportunities for access to quality education for all segments of the population and promote full use of all facilities.

Objective 1.1: Coordinate with the School District to minimize any negative impact to school resources which results from major new residential development.

Objective 1.2: Encourage the use of Village and school facilities during evening and weekend hours for adult education, educational workshops and career development programs.

Goal 2: Cooperate and coordinate with the School District in providing enrollment projections within the Village.

Goal 3: Encourage alternative access to all educational facilities through the use of sidewalks, bike paths and mass transportation as appropriate.

Goal 4: Maximize use of all public facilities, Village and School, by utilizing the facilities for community and service organizations during off-peak hours.

Goal 5: Promote an elementary school safety program to increase awareness of bicycle and pedestrian safety issues. Continue participation in Vermont's Safe Routes to School Program.

Goal 6: Continue to allow childcare facilities and home daycares in all zoning districts that permit schools as well as all residential zoning districts.

6. Utilities/Facilities

Community facilities and utilities are provided by the Village, Town or other quasi-public entities for the health, benefit, safety, and enjoyment of the general public. They include wastewater disposal systems, public water supply, stormwater management, solid waste disposal, utilities, library services, fire protection, police and rescue services. Careful planning is essential for community facilities and services if they are to meet local goals for future growth and sustainability. While, these utilities and facilities are necessary for helping the Village maintain all of the Heart & Soul values, they are particularly important to the Safety value. Other infrastructure like roads and sidewalks are discussed in more detail in the Transportation chapter.

6.1 Water Distribution System

The Village of Essex Junction receives its water from the Champlain Water District (CWD). CWD is a water wholesale company that maintains a network of distribution pipes and meters throughout the communities that they service. Water enters into the Village through three main master meters controlled by CWD. Water leaves the Village through one meter. With IBM as a major water user, water into the Village is over 5.5 MGD (Million Gallons per Day). Village users consume 0.75 MGD the balance of the water passes through the system with bulk water billing managed by CWD and water to IBM managed by the Village.

The high volume of water that passes through the community makes the Essex Junction water system one of the largest in the state by hydraulic volume. This high volume of water is good for water quality. With large volumes of water and meters out of the Village of Essex Junction direct control, accurate wholesale billing and acute monitoring of the distribution system for leakage is very important for rate stability.

The Water Department purchased a leak detection system for constant monitoring of the water system for leaks. Twice annually, unaccounted for water or water loss is calculated as part of the residential billing cycle. The Village continues to maintain water loss at low level, well below industry norms.

The residential section water distribution system in the Village of Essex Junction consists of a high pressure system and a low pressure sections. The majority of the Village is serviced off the low pressure system. The high pressure system services a section located in the northeast corner of the Village, this area consists of all Countryside Development, Corduroy Road, Vale Drive, Mason Drive, Kiln Road, the west end of Brickyard Road, Acorn Circle, the west end of Briar Lane and the west end of Woods End Drive. The high pressure system also provides water to the Town of Essex at two locations in this area. As noted earlier, water is obtained through the Champlain Water District. Village residents are eligible to vote on measures to expand the District services.

Presently, most of the water main transmission lines are sufficient with some exceptions. There are areas within the Village where looping the mains would result in improved fire protection and circulation. Other sections of the Village contain water mains that are under sized by today's public water supply and fire protection standards. The Water System capital plan prioritizes the identified system deficiencies. All capital plans are working documents subject to modification due to changing priorities and opportunities to modify schedule to combine projects.

The Village has sufficient major transmission lines available to serve future development (Map 8). Extension of these mains to serve new development will be the responsibility of developers and must be done to the municipal standards. The Village Water Distribution Map is updated annually and is

available at the Village Office, Public Works, Wastewater Treatment Facility. The maps are now in GIS format.

6.2 Stormwater Drainage System

The Village of Essex Junction is a regulated Municipal Separate Storm Sewer System (MS4) under the EPA and State of Vermont Phase 2 stormwater permit process. The Village is regulated as the population density exceeds 1,000 persons per square mile. The Village began participation in this program at its inception in 2002. As required by law, the community is required to comply with six program areas.

1. Public Education and Outreach on stormwater
2. Public participation/involvement in stormwater management and decision making
3. Illicit discharge detection and elimination
4. Control of construction site stormwater runoff
5. Control of post construction runoff
6. Municipal pollution prevention and good housekeeping

The Village has implemented all required permits related to stormwater. There remain several expired permits which will be addressed under the 2012 permit renewal when the stormwater management plan is approved by the State. All systems are inspected at minimum, once annually after snow melt, twice a year as specific permit conditions apply.

The Village of Essex Junction has two waterways passing through the community. Both of these streams are impaired due to stormwater flow contributions. The streams are Indian Brook and Sunderland Brook. TMDL's (Total Maximum Daily Load) establish the allowable flow capacity for all contributing sources at a level necessary to attain the applicable water quality standards. TMDLs have been established for both Indian and Sunderland Brooks. The Winooski River abuts the Village of Essex Junction to the south.

A Municipal Separate Storm Sewer (MS4) Phase 2 General Permit (3-9014) was issued to the Village of Essex Junction in 2013. This permit requires the Village to improve the water quality of its stormwater impaired watersheds (Indian and Sunderland Brooks) which we share with the Town of Essex. As a result, the two communities formed the Joint Stormwater Committee (JSWC) to coordinate efforts needed to meet permit requirements. The JSWC is also working to address stream flow restoration planning requirements aimed at reducing the flow and restoring it closer to attainment or predevelopment flows (the TMDLs will be incorporated into this work).

The Village of Essex Junction has historically maintained its stormwater infrastructure to a higher standard than most communities. This ongoing maintenance and management of these stormwater assets will further insure water quality at a value price for the community.

6.3 Wastewater Collection System

The Village of Essex Junction continues to maintain and improve its sewage collection system. These improvements included replacement of the High School Pump Station as well as ongoing sewer line and manhole sealing. The goal of our work is to preserve hydraulic capacity and to ensure the sanitary sewer system continues to provide this essential service for the protection of public health. The community continues to process improvements within capital plan updates.

Presently, the sewer transmission mains within the Village are adequate for the present flows. The gravity sewer system in the Village consists of many different types of pipe used for transmission mains (concrete, vitrified clay, asbestos cement, PVC, cast iron and HDPE).

There are over 16,000 feet of concrete sewer main in the Village (Map 7). Some of this pipe has been in use for more than 60 years and is beginning to show signs of deterioration where the soil conditions are poor. Major improvement in the condition of pipe was accomplished using federal stimulus funds and eliminating the significant need to rehabilitate substantial sections of sewage collection infrastructure. This concrete pipe will eventually need rehabilitation over the next 20 years. High priorities for evaluation continue to be the major transmission lines as well as lines under main roadways. Assessment uses a standardized pipeline assessment protocol. Recent infiltration and inflow field work will aid in prioritizing where future improvements should be focused. The entire system is in good standing.

Sewer mains are readily accessible to all areas of the Village. Detailed Wastewater Collection System Maps are updated annually and are available at the Village Offices, Public Works and the Wastewater Treatment Facility. Extensions of lines are the responsibility of the developer. The use of septic systems for future development is not necessary. There is adequate capacity to accommodate the few remaining septic systems still within the Village today. A comprehensive listing of on-site septic systems is found in Section 7 of the Village of Essex Junction policies and procedures.

6.4 Wastewater Treatment Capacity

The wastewater facility was upgraded to advanced secondary treatment in 1985. Since then the Wastewater Treatment Facility has completed two upgrades for the Towns of Williston and Essex. The current facility capacity is rated at 3.3 Million Gallons per day. In 2012, a comprehensive facility refurbishment was contracted. Work completion is expected in the Fall of 2014.

Rated capacity for the three communities served by the Essex Junction Wastewater Facility are:

Essex Junction	1.17 MGD (Million Gallons per Day)
Essex Town	1.10 MGD
Williston	1.03 MGD

Based on actual flows observed from the Village, there is excess treatment capacity of 0.45 million gallons per day more or less. There is sufficient hydraulic capacity for the Village beyond the year 2015. Additional capacity will be gained by wastewater collection system work noted above. Capital maintenance work reduces the incidence of water infiltrating into the system from the groundwater table. Additional capacity will be recovered by rescission of unused capacity allocations assigned to development projects that have not been constructed.

Total flow from the three communities serviced is at an average daily volume of 1.9 million gallons per day. Wastewater flows will vary based on weather conditions. Long term flow profiles relate to development patters in the communities served. Capital planning with long term rate stability planning will maintain the viability of the infrastructure long beyond its design life.

6.4.1 Pump Stations

Within the Village, there are seven sewage pump stations. Sewage flows by gravity in lower lying areas to a central collection point. There it is collected in a wet well (storage tank) then pumped under pressure to the Wastewater Treatment Facility. The Old Colchester Road

pump station (AKA High School pump station) was replaced in 2012 with a completely new pump station.

6.4.2 Sludge

The generation of Biosolids (or sludge) is a natural by-product of Wastewater treatment. Biosolids quality and production have always been a priority in Wastewater Facility operations. Increased regulation and scrutiny by State and citizens point out the need for education and outreach. The management of Biosolids is accomplished by a cooperative effort with the Chittenden Solid Waste District. This consortium effort uses a subcontractor under contractual agreement with CSWD for management of this organic byproduct of the wastewater process.

Dry weight basis is a parameter used as a standard in the industry for measuring and tracking the efficiency of various processes. We currently produce 350 dry tons of solids per year. Where the solids generated are in a liquid slurry form, the facility uses gravity thickening and high solids dewatering by centrifuge to maximize process efficiency. A thickened feed Biosolids at 5% solids is dewatered to greater than 28% solids. Where sludge management costs are on a wet ton basis, the more water squeezed out of the Biosolids, the more efficient the disposal cost. Dryer Biosolids results in more solids removal per ton from the dewatering operation. Liquid and dewatered solid recycling of biosolids is also performed on permitted local farms when it can be accomplished in coordination with weather and crop management objectives of the participating farmers.

Staff and CSWD continue to evaluate the most environmental and cost effective method of recycling or beneficial re-uses of the treatment by-product; Biosolids. The management of Biosolids residuals accounts for over 25% of the annual operational budget. Planning involves a long term evaluation of flexibility, high solids production and long term viability of any process selected. Presently, the use of subcontractor services accomplished this objective for the facility without capital improvement.

6.5 Solid Waste Disposal

The Town of Essex formerly operated a municipal landfill off VT Route 2A. By law, the landfill was closed. The closed landfill remains on the list of active Comprehensive Environmental Response Compensation and Liability Information System (CERCIS) sites (EPA Superfund sites) with a low rank priority relative to its potential to be a risk to the general public. The site – which operates under an Administrative Closure Order issued in November, 1992, and in effect until 2013 – is tested twice yearly and will be monitored for the foreseeable future. The Village is a member of the Chittenden Solid Waste District (CSWD) which handles disposal of the County's. The former Town landfill is now serving as a transfer station for the district with drop-off and storage facilities. CSWD also has identified the need for and is in the process of developing a regional landfill site. The Essex Town Plan indicates that the Town firmly believes that the RPD-I District and the abutting I-1 District are inappropriate locations for a regional landfill. The Town is unalterably opposed to a landfill in these districts.

CSWD has established a range of programs and facilities to manage waste through reduction, diversion, and proper disposal. The tons of refuse disposed in Chittenden County have been declining over the last 5 years, while the amount of recycled materials has increased. While those trends are positive, there is room for improvement. It is estimated that 27% of the municipal solid

waste sent to the landfill is comprised of recyclable materials and 32% is comprised of organic materials that could be composted (Source: CSWD Estimate of the Components of Solid Waste Disposed for FY 2012). A State law passed in 2012 (Act 148) bans disposal of certain recyclables (effective July 1, 2015), yard debris and clean wood (effective July 1, 2016), and food scraps (phased in over time) from disposal. Residents and businesses in CSWD have been required to separate yard debris and recyclables from waste destined for disposal since 1993. The additional bans on food scraps and clean wood will have a significant impact on waste diversion in Chittenden County.

6.6 Utilities

Communications

Essex Junction is generally well served by modern communications services and facilities. Cellular phone service, internet and telephone service is available throughout the Village through several providers. Broadband technology is widely available throughout Chittenden County: as of December 2011, approximately 99% of Chittenden County residents and 99.5% of non-residential structures (analysis included commercial, industrial, municipal structures) have access to Broadband. The federal definition of broadband is 768 kbps download/200 kbps upload speeds. It will be important to ensure that the County and the Village remain on par with other urban areas in the realm of number of service providers, service tiers, and affordability as the technology is constantly improving and we must keep up. Specifically, the defined broadband speeds are quite slow and will need to improve.

Vermont Gas Systems

Natural gas service is provided upon request. Expansion follows development. The following areas currently are not yet served: Whitcomb Farm area on the Westerly portion of South Street

Green Mountain Power

Supplies electricity to the Village by means of the hydroelectric plant on the Winooski River. Adequate power is available to serve new growth within the Village.

The provision of all public utilities is regulated by the State and Federal governments. Service to Essex Junction is adequate at present, and for the foreseeable future. However, the Village should continue to monitor these services and participate in public hearings on all projects which may have an impact within the Village.

Public Buildings/Offices

Local, state and federal governments are acknowledging the benefits of having public buildings located in historic downtowns and village centers. Public buildings increase the daytime population in an area through its employees and those visiting the offices. The increase in daytime employment and activity from public offices helps keep the downtown vibrant and businesses healthy. In addition, public buildings in downtowns give opportunities for the reuse of important historic buildings and give employees and visitors access to increase transportation choice by being located in a pedestrian friendly area that is accessible by public transportation. For the reasons described above, the state and federal government both have policies requiring them to give priority consideration to locating public buildings in downtowns and village centers.

The Village Center has several public buildings including the Essex Junction Municipal Offices, the Brownell Library, the Fire Department and the Winston-Prouty Federal Building. The Essex Town Municipal offices are located within a half mile from the Village Center.

6.7 Brownell Library

The Brownell Library has developed a Strategic Plan for 2014-2019. The following is a very brief summary of the development of this Plan – for further information please refer to the *Brownell Library Strategic Plan: 2014-2019* which can be found here: http://www.brownelllibrary.org/. The Strategic Plan provides background information on the library and a needs assessment (including information from two surveys conducted in 2012 to assess patron opinion about library collections and services, and to gauge areas where the library should grow in the future). The Plan identifies the following 4 strategic areas, also known as Service Responses, in which to concentrate the work of the library for the next five years. It is important to note that these Service Responses match some of the Community Values that were identified by Heart and Soul of Essex - the Library Planning Committee felt strongly that providing consistency and articulating congruence between organizations would strengthen all of our efforts.

1. ***Education***
   Create opportunities for lifelong learning and exploration, and respond to societal changes with information to help people manage and improve their lives.
   a. Offer diverse programming opportunities incorporating a variety and range of literacy skills.
   b. Collaborate with local schools to support and extend educational offerings in the community.
   c. Train and sustain a friendly, creative and knowledgeable staff to engage with library users in all manner of activities throughout the library and beyond.
   d. Help patrons with evolving technologies in a welcoming environment.
   e. Develop and maintain a collection reflecting community interests and needs that includes ongoing points of view and responds to changing interests and demographics.
2. ***Community Connections***
   Nurture community spirit in a safe, collaborative and comfortable space.
   a. Improve existing space to meet patrons' needs.
   b. Engage community members in the development and implementation of programming.
   c. Increase publicity and awareness of library services and programming.
   d. Increase outreach efforts to reach underserved populations.
   e. Collaborate with other libraries in all areas of library services, with emphasis on the Essex Free Library.
3. ***Health and Recreation***
   Support healthy minds and bodies and stimulate imagination.
   a. Partner with local initiatives and organizations to enrich community involvement in health and recreation.
   b. Expand our presence and access outside the building.
   c. Provide services and materials to promote healthy minds and bodies.
   d. Help patrons access health and recreation resources.
4. ***Local Economy***
   Support the efforts of individuals and groups dedicated to improving the economic vitality of Essex Junction and its residents.

a. Collaborate with organizations groups and individuals working to improve the community's economic climate.
b. Develop spaces, resources and trainings to support small businesses and start-ups.
c. Support financial literacy for all ages.
d. Provide resources concerning job opportunities and career changes.
e. Pursue funding opportunities for special projects and initiatives.

6.8 Senior Center

The Senior Center is located at Five Corners in the white annex of the Village Office Building. It is the mission of the Essex Junction Senior Center to be a friendly gathering place for people 50 years of age and older. Programs are provided to promote physical, intellectual and social well-being and enhance dignity, self-worth and independence. Programs include exercise, games, activities and volunteer opportunities. The center also handles reservations for the Senior Van.

6.9 Fire Department

The Essex Junction Volunteer Fire Department surveys and reviews all development proposals within the protection area and plans for fire protection equipment needs appropriately.

Currently, the Fire Department operates two pumpers and one pumper/ladder: one pumper is a heavy rescue unit, and one is a utility truck. The ladder truck is new as of 2014 and is 43.5' to accommodate taller buildings in the Village. If the Village were to develop all of the existing property within the Department's protection area, based on the 1998 survey and subsequent development proposal reviews, the current level of equipment would be sufficient.

In addition to equipment and building needs, a major issue to be reviewed is the role of the Fire Department in Fire Prevention. The lack of any full-time personnel limits the department's capability to aggressively promote Fire Protection programs. Also, the ability to inspect structures and access fire exposure is limited by lack of personnel. Consideration should be given to creating a limited full-time Department as a first response team and for initiating fire exposure and fire prevention programs. The adoption of a Building Code for single-family dwellings should also be analyzed as a part of an overall fire exposure and fire prevention program.

The Fire Department recommends consideration of a new fire station in the near future. Demographics in fire service point to a change in the length of service individuals provide and retention of volunteers has been challenging. To fill positions individuals may need to be recruited from outside Village limits. To do that, the Fire Department would want to model a program similar to Essex Rescue, where you have duty shifts available and individuals can be housed on-site. The current station lacks dorm facilities and showers, needed to accommodate shift work. The goal is to have a fire station in place in 5 – 7 years.

6.10 Police

The Town of Essex Police Department was formed in 1980 to serve both the Town of Essex and the Village of Essex Junction. The Department is overseen by the Police Chief who is appointed by the Town Manager. In 2013, the department had 26.2 full-time officers, five (5) part-time officers, four (4) full-time dispatchers, two (2) other full-time civilian employees, a part-time secretary and one (1) part-time dispatcher. The officer to population ratio in Essex is 1.3 officers per 1,000 residents. The national average is 2.1 officers per 1,000 residents. Neighboring communities of Burlington (2.1),

Colchester (1.6), South Burlington (2.1), Williston (1.9) and Winooski (2.2) presently average 2.0 officers per 1,000 residents.

A major thrust is being made to provide a proactive approach to deter crime by forming partnerships within the community. Programs such as Neighborhood Watch, robbery seminars, neighborhood meetings and Project Northland (youth drug & alcohol education program), have served to establish these partnerships.

In addition, the Essex Community Justice Center (CJC) has been growing in its capacity to address low-level crime and conflict since its inception in 2003. The CJC is a community organization where citizens can work together to prevent crime, resolve conflicts, and render justice in areas that are most important to them. It is a means for the community to take responsibility for its quality of life by collaboratively using the principles of restorative justice.

The demand for police services including patrol, motor vehicle enforcement, bicycle safety training, investigation, crime prevention and court preparation has stretched the department's resources to the limit. The police facility at 81 Main Street was found to be inadequate and in 2012, voters approved the purchase of a 5.8 acre parcel on Maple Street in the Village for the construction of a new 18,000 square foot facility. The facility is expected to be complete by September 2014.

The following issues regarding the Police Department need to be addressed within the next five years:
1. Decrease the amount of time vacancies remain open.
2. Increased staffing to address the crime rate and the increase in traffic.
3. Greater community participation in crime prevention efforts.

Source: Section 6.10 was taken directly from the 2011 Essex Town Plan and updated.

6.11 Rescue

"Essex Rescue, Inc. was organized in 1971 as a professionally trained, volunteer ambulance service. Service is provided by approximately 50 volunteers to individuals requiring emergency medical treatment and transportation from Essex, Westford, Jericho, and Underhill. With a goal of providing emergency services 24 hours a day for 365 days a year, Essex Rescue has hired one full time and one part-time employee to assist the otherwise all volunteer staff.

Approximately 10 percent of Essex Rescue's operating funds are donated by the towns it serves with the rest coming from fund drives and private donations. A Subscription Plan allows a family to pay an annual fee to avoid a bill for services.

Essex Rescue, Inc. operates out of a facility near the Essex Community Educational Center. The building is owned by Essex Rescue Inc., with no outstanding notes at this time, and is on leased land with a 99-year lease, which expires in 2070. Recently expanded, the members see no need for a new building for the foreseeable future."

Source: Section 6.11 was taken directly from the 2011 Essex Town Plan.

6.12 Utilities/Facilities Goals

Goal 1: Provide a Village infrastructure system that adequately ensures the availability of potable water, disburses storm and ground water runoff and disposes of

sanitary wastes in a manner which ensures community health and is environmentally sound.

Objective 1.1: Maintain Public Works Specifications utilizing prudent and reasonable technology to ensure adequate infrastructure systems. Include adequate designs to allow for peak usage and control peak flows.

Objective 1.2: Implement Asset management plans through capital projects that upgrade existing water, stormwater and sanitary sewer systems to insure long term rate stability.

Objective 1.3: Utilize the available sewer capacity in a manner which will provide the most benefit to the Village of Essex Junction.

Objective 1.4: Continue to provide improvements or extensions to existing infrastructure systems without undue financial burden to the Village.

Objective 1.5: Maintain the existing infrastructure systems for maximum life and use.

Objective 1.6: Ensure new developments have adequate services.

Objective 1.7: Continue to identify existing areas where deficiencies in the systems occur and could potentially have a detrimental effect on safety, health, or the environment.

Objective 1.8: Consider leasing on a more permanent basis basic sewer capacity in excess of potential development in the Village. (Trustee Decision)

Objective 1.9: Actively participate in the Champlain Water District operations and planning process.

Objective 1.10: Obtain voting membership in the Champlain Water District.

Objective 1.11: Implement stormwater discharge standards to be included in the Land Development Code revisions.

Goal 2: Participate in Public Service board hearings and to encourage the continued provision of a high quality of public utility services to the Village.

Objective 2.1: Encourage utility companies to provide high quality services to all areas of the Village as new development occurs.

Objective 2.2: Require public utilities to maintain their corridors, to remove all existing poles as part of pole replacement projects in a timely manner, and to fix damage to Village infrastructure resulting from utilities construction projects.

Goal 3: Provide the community with the best possible sidewalks for the purpose of pedestrian travel at the most reasonable cost.

Objective 3.1: Establish a prioritized capital improvement plan for upgrading sidewalks.

Objective 3.2: Continue to maintain assessments and inventory on all sidewalks including handicapped accessibility, length, width and deficiencies (heaving, drainage).

Goal 4: Continue to provide all Village segments with the best fire protection.

Objective 4.1: Actively recruit volunteers for the Fire Department, and consider the need for a new fire station to assist in recruitment and retention efforts.

Objective 4.2: Consider establishing a limited full-time Fire Department.

Objective 4.3: Consider adopting building and life/safety codes.

Goal 5: Provide a high level of Library Services to Village residents for their enjoyment and information, with particular emphasis on education, community connections, health and recreation, and the local economy.

Objective 5.1: Create opportunities for lifelong learning and exploration, and respond to societal changes with information to help people manage and improve their lives.
Objective 5.2: Nurture community spirit in a safe, collaborative and comfortable space.
Objective 5.3: Support healthy minds and bodies and stimulate imagination.
Objective 5.4: Support the efforts of individuals and groups dedicated to improving the economic vitality of Essex Junction and its residents.

Goal 6: Maintain existing public buildings and municipal functions in the Village Center unless their function warrants an alternative location. To encourage other public entities to give priority consideration to the Village Center for their public building(s) unless the function warrants an alternative location such as the wastewater treatment plant or public works garage.

Goal 7: Continue to provide the Village with the best police protection.

Objective 7.1. Decrease the amount of time vacancies remain open.
Objective 7.2. Increased staffing to address the crime rate and the increase in traffic.
Objective 7.3. Greater community participation in crime prevention efforts.

Goal 8: Continue to explore funding options for burying power lines in core commercial districts and ensure that all new developments site utilities underground.

7. Housing

The availability and quality of housing are important determinants of a community's quality of life. One of the six community values determined in the 2013 Heart & Soul project was Thoughtful Growth. Participants of the project described Thoughtful Growth in a variety of ways; two are relevant to housing: A balance of housing, business, and the preservation and maintenance of a variety of open spaces, including forests, trails, parks and recreation fields; and A variety of housing options including affordable housing. A major component of this Plan is to ensure that these aspects of Thoughtful Growth are met through maintenance of existing housing and development of new housing.

7.1 Housing Supply

Table 10 provides a historical perspective on the housing supply in Essex Junction and comparisons to the County. While the housing unit data from the Census is not entirely accurate it is helpful to provide trend data.

Table 10. COMPARISON OF TOTAL HOUSING UNITS: 1960-2010

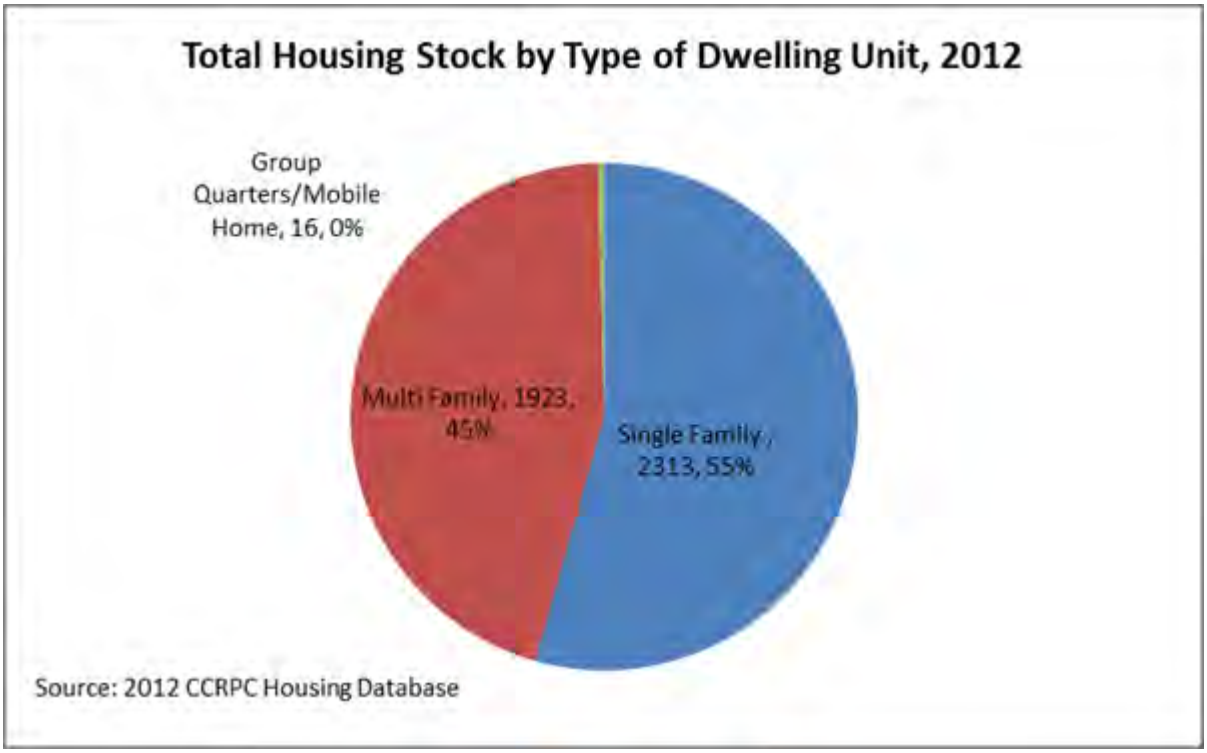
	YEAR						
	1960	1970	1980	1990	2000	2010	Average Household Units Per Year 2000 - 2010
Essex Jct. Village	-	-	2,544	3,375	3,501	4,009	50.8
Essex Town	-	-	2,279	2,935	3,669	4,137	46.8
Both Village & Town	1,944	3,053	4,826	6,310	7,170	8,146	97.6
Colchester	652	3,088	4,566	5,922	6,727	7,104	37.7
So. Burlington	273	2,879	3,972	5,437	6,498	8,429	193.1
Williston	400	908	1,284	1,874	3,036	3,652	61.6
Chittenden Co.	22,464	30,664	41,339	52,095	58,864	65,722	685.8
Vermont	136,307	165,063	223,198	271,214	294,382	322,539	2815.7
PERCENT OF CHITTENDEN COUNTY							
Essex Jct. Village	-	-	6.15	6.48	5.95	6.10	-
Both Essex Village & Town	8.65	9.96	11.67	12.11	12.18	12.39	-
Colchester	2.90	10.07	11.05	11.37	11.43	10.81	-
So. Burlington	1.22	9.39	9.61	10.44	11.04	12.83	-
Williston	1.78	2.96	3.11	3.60	5.16	5.56	-

Source: 2010 U.S. Census Bureau

The existing housing stock in Essex Junction is mixed. As seen in Figure 5, single family detached dwellings are the single largest housing category. However other types of housing do exist and are increasing. Between 2010 and 2012, the Village saw more multi-family residential development than single family development. According to Figure 6, 66% of the housing units were built in the form of 3-unit or more projects. The data for Figures 5 & 6 is from the CCRPC Housing database which is

gathered from e-911, assessor and zoning permit information – therefore the number of dwelling units are not the same as reported by the Census.

Figure 5



7.2 Characteristics of Residents

The average household size in 2010 was 2.39 persons per household. This number has gone down over the last 30 years, but now seems to be stabilizing or even on the rise. In 2010, there were 3,875 households, and 4,009 housing units; therefore, 134 units were vacant. The make-up of these 3,875 households was:

Table 11
Households in Essex Junction, 2010

Households with 2+ people:	375
Number of families:	2,436
Number of people living alone:	1,064

Source: U.S. Census, 2010.

7.3 Building Activity

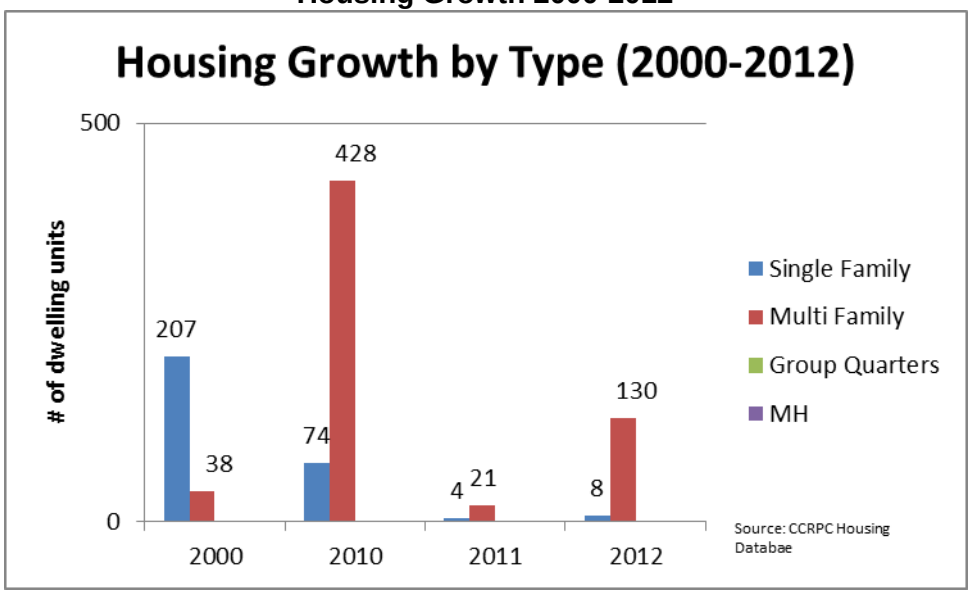
The Village has seen a decline in the development of single-family detached housing over the last twelve years which could be linked to a diminished land base, and since 2008, financing constraints brought on by the recession. The increase in higher density multi-family housing was made possible by zoning changes put in place in 2000.

The intent of those zoning changes was and still is relevant. The region had, and still has a housing shortage, which is especially acute for affordable rental housing. The 2001 Chittenden County Regional Plan indicated a county wide housing shortage of 1,970 units (unmet need, excluding future needs). The current Chittenden County Regional Plan (entitled the *2013 Chittenden County ECOS Plan*) also indicates an unmet need explaining a 2.6% rental housing vacancy rate in the suburban areas of the County (a healthy target may be closer to 3 to 5% for Chittenden County). Going forward, the market is demanding more rental housing and smaller units.

Adding housing units in areas planned for growth is the most efficient way of meeting the unmet need – rather than continuing to sprawl and spread our infrastructure costs across a greater geographic area. Therefore the current level of density allowed in the areas planned for growth is effective, however changes may be needed to ensure the scale, quality and design of the higher density and infill structures is what the community would consider "thoughtful growth". In addition, it is important to note that the State Land Use planning goal includes the following: "Intensive residential development should be encouraged primarily in areas related to community centers, and strip development along highways should be discouraged."

In light of these needs the Village is working to encourage a diverse range of housing including single family housing and to a greater degree in the last few years, multi-family housing as reflected in Figure 6. This is discussed in more detail in Section 7.4.

Figure 6
Housing Growth 2000-2012



7.4 Housing Cost and Affordability

Housing growth is important not only as a mechanism to provide housing that is affordable to all segments of the population, but also important for economic stability and business retention and growth. Essex Junction businesses rely primarily on local residents to support their businesses. An increase in the number of housing units and density will increase the market potential for local businesses.

A survey of Chittenden County employers in 2012 found that the cost of housing was regarded as a serious problem by 74% of employers for rental housing and 62% of employers for owner housing. In fact, 83% of employers said that the cost and availability of housing was an obstacle to economic development.

Employee turnover (i.e., the cost of lost productivity, advertising, and the time and expense of interviewing and training candidates) costs on average, $13,754 per employee. In the past three years, employers lost an average of 2.46 recruits due to housing costs, availability, or other limitations. Employers commented that they have lost recruits and have had to spend greater sums of money in sign-on bonuses and relocation expense reimbursement or temporary housing because there are such limited rental homes and affordable housing relative to the options candidates observed in other parts of the country.

The median value of an owner-occupied housing unit in Essex Junction in 2007 to 2011 was $260,000[1]. The median household income was $64,013[2]. Assuming that households should not spend more than 30% of their gross income on housing costs and 5% cash is given as a down payment, a household would need to earn $76,429 annually to afford a median value house in Essex Junction. Therefore, the median home price in Essex Junction is slightly out of reach for households earning the median income. A home that would be more affordable for the median income would be approximately $217,000 assuming approximately $18,000 cash for closing.

The median rents in Chittenden County have risen an average of 5.3% annually in the past decade, well outstripping inflation.[3] As can be seen in the table below, most occupations in the area do not pay a median wage that is high enough to afford even a studio apartment. Having more than one income will help affordability; we know that in Vermont most households have only one, or less than one full time worker.[4]

Chittenden County Rental Market					
	0 bedroom	*1 bedroom*	*2 bedroom*	*3 bedroom*	*4 bedroom*
Median rent	$969	$1,053	$1,375	$1,721	$2,021
Annual income needed to afford median rent	$38,760	$42,120	$55,000	$68,840	$80,840
Hourly wage needed to afford median rent if working full time	$18.63	$20.25	$26.44	$33.10	$38.87
% of workers whose occupation's median wage is *less* than the hourly wage needed	56%	61%	75%	86%	89%

The Village has proactively addressed the need for affordable housing through zoning amendments and State incentive programs. The following projects are a snapshot in time and reflect a number of these efforts. The following projects have been built using public funding which would require the housing to be affordable:

- 10 out of the 24 units at Village Haven at Roscoe Court (currently under construction);
- 30 units at Monarch Apartments at 203 Pearl Street (built in 2004);

[1] VHFA's Analysis of Property Transfer Tax Data
[2] American Community Survey 2007-2011
[3] Vermont Housing Data, Fair Market Rents 2003-2013.
[4] US Census Bureau.

- 19 units of elderly housing at 136 West Street (built in 2005); and
- 65 units of elderly housing at 128 West Street (built in 1979).

The Roscoe Court project was approved in 2009 as a Vermont Neighborhood – the first of its kind in the State. The Vermont Neighborhood program provides financial and permit incentives to stimulate new housing development in appropriate areas in and around designated downtowns, village centers, new town centers, and growth centers. The benefits of the program include an exemption from Act 250 regulations for "mixed income" projects, reduced State wastewater permit fees, exemption from the land gains tax, and the conditional use permit by the local government determining that a project meets the "character of the area" criteria may not be appealed to the Environmental Court. The Roscoe Court "mixed-income" project includes twenty-four 3 bedroom units - eighteen are detached single family homes, and 6 are duplexes for sale. The "mixed-income" requirements include: 1. Rental Housing: 20% of the units must be allocated to people earning no more than 60% of the area median income for 30 years after construction; and 2. Owner Occupied Housing: 20% of units must be sold at a price less than 90 percent of the VHFA purchase price limits or 15 percent of owner occupied units must be sold at a price less than 85% percent of the VHFA purchase price limits ($275,000 in Chittenden County). The income limits are as follows: $70,500 for 2 or fewer persons and $81,000 for 3 or more persons. Participation in this program has successfully secured affordable housing in the Village.

Vermont Neighborhood Development Program:
While the Vermont Neighborhood program is no longer offered by the State – a new and improved program titled "Neighborhood Development Area program" is available and it "encourages municipalities and/or developers to plan for new and infill housing in the area within walking distance of its designated downtown, village center, new town center, or within its designated growth center and incentivizes needed housing, further supporting the commercial establishments in the designated centers." Areas surrounding the Village Center are likely to be eligible for this program, which includes Act 250 benefits among others. For more information visit: http://accd.vermont.gov/strong_communities/opportunities/revitalization/vermont_neighborhoods

All of the other housing units constructed in the Village since 2000 have no requirements to remain affordable and are subject to fluctuations in the housing market. For example, the Riverside in the Village project was originally intended for a mix of market rate apartments, condominiums, student housing and senior housing units. However, the project is now all market value rental apartments. The condominiums and student housing units were converted to market rate rental, and the senior housing units will not be built.

It appears the Village's decision to increase densities in 2000 and additional zoning amendments in 2011, have certainly had a positive impact on housing growth; however continued efforts for affordable housing is needed.

Essex Junction is not prepared to adopt an inclusionary zoning ordinance at this time, but will instead focus on issues within our control that affect the affordability of housing including housing densities, permitting, and redevelopment. Through these efforts the Village will work to ensure that this growth is done in a thoughtful manner so that the existing neighborhood fabric will remain. For example, the Village will consider zoning incentives for pocket parks and other open space amenities in housing and mixed-use projects; and the Village will work to ensure that housing is located in areas with existing and planned support services.

7.5 Other Housing Issues

In addition to concerns regarding the balancing of the demand for housing versus regulating the impacts of new housing development, there are a variety of other housing issues within the community including:

1) Building/fire codes
2) Multi-family conversions
3) Special needs housing
4) Historic preservation
5) Energy conservation
6) Housing Affordability
7) Preservation of neighborhood character.

All of these issues are important considerations within this Plan. Many of these issues are included in other Plan elements. Some areas require added studies to determine feasibility. Specific strategies are included in the Goals section of this element.

7.6 Housing Goals

Goal 1: Provide a variety of housing opportunities for all present and future residents of the Village of Essex Junction while creating and preserving quality residential environments and existing neighborhood characteristics.

Objective	1.1:	Permit innovative development strategies including commercial/residential developments, zero-lot lines, and transfer of development rights where appropriate and after special review.
Objective	1.2:	Study the feasibility of adopting and enforcing uniform building and fire codes for housing.
Objective	1.3:	Promote adherence to state energy standards and consider energy conservation standards and alternate energy resources in all future codes.
Objective	1.4:	Encourage development in established growth areas.
Objective	1.5:	Consider zoning changes to preserve existing structures of historic village character along sections of major arterials and in historic neighborhoods.
Objective	1.6:	Provide a mechanism within the Land Development Code to encourage the creation of new affordable housing.
Objective	1.7:	Maintain allowance for density bonuses in the Planned Residential District for the construction of affordable housing.
Objective	1.8:	Allow high density housing in major commercial areas and maintain the R-2 small lot single family zoning designation to allow for affordable housing.
Objective	1.9:	Compile rental registry and rental inspection program if funding is available.
Objective	1.10:	Consider zoning changes to encourage pocket parks and other public urban open space amenities.

Goal 2: Cooperate with surrounding communities, private developers and nonprofit developers to jointly create affordable housing and senior housing.

Goal 3: Continue to provide adequate sites in residential areas or areas of residential character for special needs housing.

Goal 4: Encourage private and public property owners of historically significant structures to maintain the historical integrity of the structures.

8. Transportation

Transportation is an important issue to the Village of Essex Junction. The "Five Corners" intersection presents one of the difficult traffic management problems. The location of the railroad tracks adds to the complexity of the problem. In addition to factors within the Village, growth in adjacent communities results in traffic increases throughout the Village.

The Village street network is essentially a grid of interconnected streets, dead end streets make up only a small portion of local streets. The state highways of Route 15, Route 2A and Route 117 provide the only vehicular connections into and out of the Village. Therefore, they carry significant amounts of non-destination and local traffic. The interconnected street system allows for alternate routes to the same destination, thereby giving users of the network options for getting from point A to B. The interconnected local street system reduces congestion on major arterials, but increases the negative impact on local residential neighborhoods and should be discouraged. Continuing to maintain the interconnected street network and connect streets in new developments is a central transportation policy within the Village.

The complexities of the transportation network described above require a coordinated transportation planning effort within the Village. There are no single, simple solutions available. It is necessary to develop a multi-stage, multi-modal approach to transportation planning. Included is the street network, bicycle lanes, shared use paths, sidewalks, the potential to pedestrianize a short section of Main Street, the redirecting of Route 15 around the Village Center, public transit, and the possibility of rail transit. In addition, public safety is an important consideration in any potential improvements. Such a multi-modal approach can lead to an improved, cost-effective and energy-efficient transportation network.

8.1 Streets

With the exception of the Crescent Connector, the primary roadway network within the Villlage has already developed. As new development occurs, the extension of the existing local street network will be constructed by developers.

The primary issue, therefore, is increased traffic management, particularly for non-destination traffic.

The influence of the first phase of the Circumferential Highway, completed in 1993, was clearly seen in reduced traffic volumes and accidents for 1995. However, it is also clear that this reduction was temporary. Traffic volumes at the Five Corners are increasing to levels that are higher than pre-Circumferential Highway levels. Five Corners Traffic levels through the Five Corners are considerable as the table below reveals. The table shows the average annual daily traffic (AADT) for state highways that intersect there. Many of these trips do not start or end in the Village and are considered non-destination traffic. New developments in adjacent communities such as in Taft Corners in Williston contribute to the higher volumes.

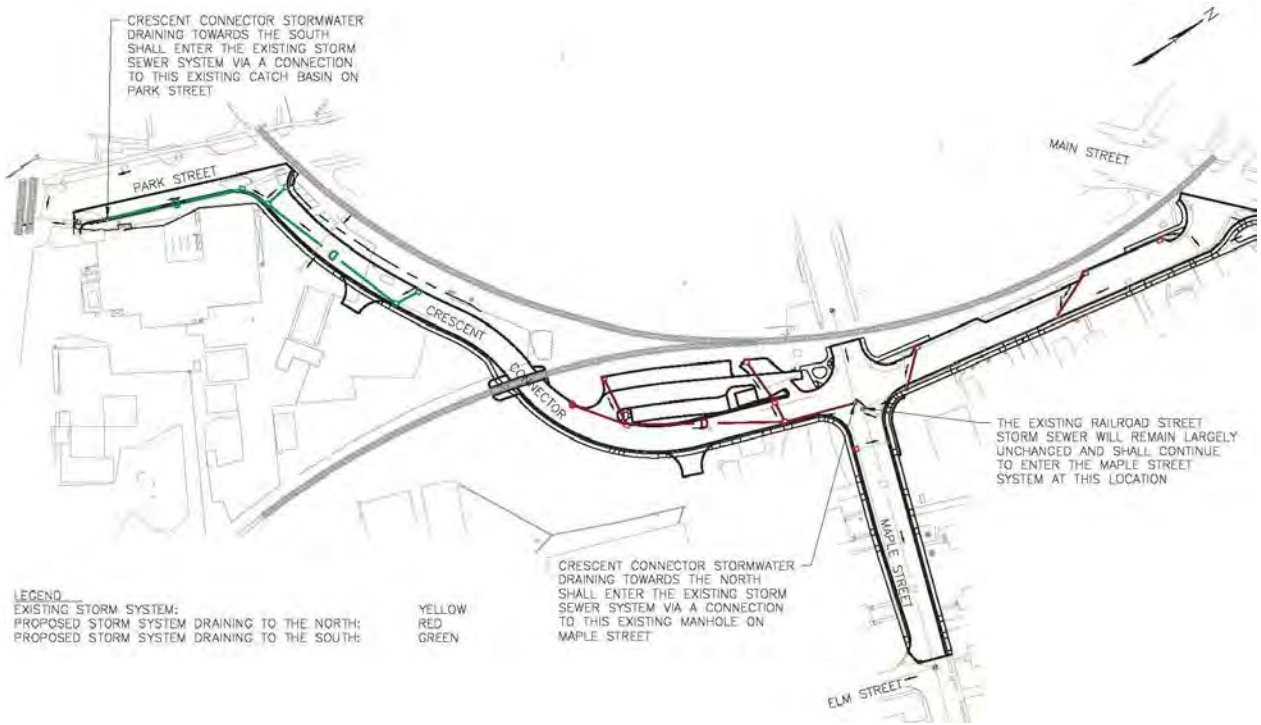
Five Corners Roadway AADT

Route	AADT (2010)
VT117 (Maple St)	8,000
VT15 (Main St.)	11,600
VT2A (Park St.)	16,300

Due to the growth in non-destination traffic, the Village supports alternative routes between adjacent communities along with an additional crossing over the Winooski River. Non-destination traffic is a threat to the vitality of the Village Center where the emphasis needs to be on local access, pedestrian mobility and safety, and aesthetics. Increased vehicular capacity is in direct conflict with these Village Goals and therefore is not supported to the extent it would involve additional vehicle lanes and road widening.

Safety is another major concern. The state highways of Route 15, Route 2A and Route 117 all carry significant amounts of non-destination traffic through Essex Junction. The high number of curb cuts along with the size and location of curb cuts contributes to safety issues, particularly on roads with more than two lanes such as portions of Park Street near the Five Corners. Access management is therefore an important consideration of this plan. While the Five Corners is not a High Crash Location (HCL) as identified by VTrans' analysis, four of the five approaches are considered high crash road segments. Only Maple Street comes in under the VTrans crash safety threshold. See Map 4 for these high crash locations.

An important new roadway development impacting the Five Corners is currently in design and is slated for construction in 2015. Called the Crescent Connector, it will link VT RT 2A south of the Five Corners northwest to Maple Street (VT RT 117) and continue across on a reconstructed Railroad Street connecting to VT RT 15. This new facility will improve traffic flow, provide additional parking and provide for safe walking and biking through the area. See the sketch below for the alignment of the Crescent Connector (DuBois & King, Inc. Stormwater Plan from the Revised Environmental Assessment for the Crescent Connector Project).



An additional CIRC Alternatives project in Essex Junction includes Pearl Street improvements from the Post Office Square intersection to the Five Corners intersection. Essex Junction has made numerous improvements to Pearl Street over the past several years including completing a "road diet" project that created three travel lanes and bike lanes. These bike lanes extend from West Street to the Champlain Valley Exposition. Improvements considered in this study would complement those other improvements and further advance Pearl Street as a multimodal corridor.

8.2 Sidewalks/Bike Paths

The provision of sidewalks and bicycle lanes and shared use paths within the Village are important transportation goals. Essex Junction currently has 35.3 miles of sidewalk and 1.5 miles of shared use paths to maintain. Cost and the efficient expenditure of tax dollars on sidewalks was a major consideration in the preparation of the Sidewalk Plan and Policy in 2005 to address the existing and future sidewalk network. The Bike-Walk Advisory Committee is also in the process of working on a bike-walk master plan which will help prepare for future facilities.

The policy for the number of sidewalks varies depending on the road function and density. Sidewalks will be constructed and maintained in the future in accordance with the following standards:

Table 12: Sidewalk Policy

Arterial Streets	Both Sides
Collectors	Both Sides
Residential Streets with a density greater than 4 units per acre	Both Sides
Residential Streets with a density between 1 and 4 units per acre	One Side
Residential Streets with a density of less than 1 unit per acre	None

The Village will not actively remove sidewalks, but would do so in association with a street or sidewalk reconstruction project. Several areas of the Village in low density neighborhoods would see the eventual removal of sidewalks on one side of the street if the existing walk is no longer serviceable. On some major arterials, sidewalks would be added. The emphasis of the sidewalk plan and policy is to maximize resources while improving connections.

Bicycle facilities are another important consideration of the transportation plan. The Transportation Map identifies all sidewalks, shared use paths and bike lanes within the village. The types of bike facilities include:

1) Shared Use path – Independent facility on separate right-of-way or easement, designated for the exclusive use of non-motorized vehicles and pedestrians.
2) Cycle Track – Physically separated bicycle facility immediately adjacent to roadways. Can be one or two way and buffered from vehicle parking or travel way.
3) On Road – Bicycles share space with motor vehicles, either through shared lane markings or a shoulder bike lane.

Due to the built-out nature of Essex Junction it is difficult to construct a completely new shared use path. Some combination of all three facilities, plus sidewalks, is necessary. On major arterial roads such as Pearl Street the high number of curb cuts makes a shared use path less desirable and does not adequately address the need for local access if the path is not immediately adjacent to the street. On-street bicycle facilities should be considered in these areas and supported at the regional level. In addition, new recreational opportunities will be made available to Village residents as a result. On

low density residential streets bicyclists use the road shoulder, or share the lane with vehicles, with minimal conflicts. The need for bicycle facilities is highest on major arterials where options are extremely limited for safe bicycle access.

8.3 Parking

The Village provides public parking in the Village Center District via on-street parking and off-street lots. On-street parking is available throughout the Main Street and Railroad Avenue area of the Village Center along with two off-street parking lots on Ivy Lane and behind the Brownell Library. Off-street parking was added near the Park Street School and will be added adjacent to the Crescent Connector.

With the exception of the area around the train and bus station, parking within the Village Center appears adequate at this time. Existing public parking in the Village Center should be preserved to the greatest extent possible.

The provision of park and ride lots should be considered in the future based on regional needs.

8.4 Public Transportation

The Village of Essex Junction is served by the only Amtrak terminal in Chittenden County. This intercity rail service consists of Amtrak's Vermonter Train, with Vermont stops in Essex Junction, Brattleboro, White River Junction, Montpelier, Waterbury, and St Albans. This service was established in April 1995 as a reconfiguration of the discontinued Montrealer train from Montreal to Washington, D.C. The Vermonter provides one inbound and one outbound trip daily. Southbound service to New York and Washington, D.C. originates at St. Albans in the morning, returning later in the evening. The following table provides the most recent history of ridership on this service which is experiencing rising popularity.

Table 13. AMTRAK Vermonter Ridership, FY2005 - 2012

YEAR	2005	2006	2007	2008	2009	2010	2011	2012
RIDERS	45,207	47,307	63,299	72,655	74,016	86,245	77,783	82,086

Source: Amtrak Monthlies

The State of Vermont has been pursuing a project known as the "Albany-Bennington-Rutland-Burlington-Essex," or "ABRBE" passenger rail project. Reinstituting passenger rail service connecting Rutland to Burlington was cited as the State's number two rail priority in the 2006 VTrans Rail Policy Plan (behind maintaining the existing two Amtrak services). However, no timetable for implementing actual Amtrak service to Burlington from the south has been set. More recently, restarting the passenger rail service to Montreal, suspended in 1995, has become a top VTrans priority.

Bus service is provided by the Chittenden County Transportation Authority (CCTA) on three routes. The Essex Junction route (#2) runs from approximately 6:00 am to 10:00 PM with 15 minute peak hour service to Burlington from Monday to Friday, and additional service on Saturday. This is CCTA's highest ridership route with 1,872 average riders/weekday. The Essex Center route (#4) runs Monday through Friday with 30-minute headways. This route has 94 average riders/weekday. The Williston-Essex route (#1E) runs Monday through Friday with 30-minute peak hour headways. This route has 105 average riders/weekday. CCTA's Transit Development Plan calls for a number of improvements including:

- More evening and Sunday service
- Elements of Bus Rapid Transit on VT 15 (and US 2) including 10-minute peak service, 15 minute midday service; enhanced shelters; transit signal priority; queue jumpers; and passenger information
- Focus on land use coordination and Transit Oriented Development/Pedestrian Oriented Design efforts
- Upgrade service to Essex Way
- Connect Susie Wilson area with Essex Junction

The implementation of new services or enhancements to existing services is dependent on several factors, including available funding, community support, and projected service productivity and cost-effectiveness. The CCTA Board of Commissioners considers all these factors when deciding which services to advance. Because there is a local match funding requirement for all services, local community support is a key component without which it would be very difficult to implement even the most productive of services. From a pure productivity and cost-effectiveness standpoint, investing resources in areas with highest density and greatest mobility needs are likely to produce the best returns in terms of ridership and revenue. For example, when service was increased to 15-minute peak headway on the Essex Junction route, there was a 30% increase in ridership. Expansion of service hours is likely to be the next most cost effective improvement, over extensions to new locations.

Support of the existing public transportation system and additional improvements to the public transportation system are important to accomplishing other community goals. Public transit access to places of employment and to major shopping centers may help to alleviate traffic congestion and can contribute economic development efforts. New construction and reconstruction should consider public transit access early in the design process. To maximize the public resources already devoted to the existing public transportation system, consideration should be given to locating new facilities along or in close proximity to current public transportation routes. CCTA's Transit Development Plan (TDP) calls for coordination with municipalities on focused development along transit corridors with pedestrian-oriented design. Other important issues include the consideration of bus stops and passenger shelters when developing new facilities or re-developing properties. CCTA's TDP helps support Essex Junction's land use plan, just as Essex Junction's land use plan helps support improvements to the CCTA service through higher density and mixed uses in the Village. The Village should continue to work with local representatives to encourage the CCTA Board to pursue these issues. The CCTA is managed by a Board of Commissioners with one representative from the Town of Essex.

8.5 Air Pollution/Energy Conservation

Air pollution, energy conservation and land use are important transportation issues. Increased use of public transit and bikeways will reduce pollution and save energy. Therefore, these benefits should be considered when any improvements to the transportation network and land use changes are considered. The elimination of cars is not possible, but the elimination of unnecessary trips and increasing transportation options are an important first step. Reducing wait time and thus vehicle idling at congested locations' such as the Five Corners through design improvements such as pedestrianizing a short section of Main Street while enabling vehicles to more more efficiently thorough the Village Center is an important component of any policy that aims to reduce air pollution and increase energy conservation.

8.6 Transportation Goals

Goal 1: Support the completion of the Circumferential Highway.

Objective 1.1: Provide alternate routes for non-destination traffic.
Objective 1.2: Do not support capacity increases on state highways in the Village that involve additional vehicle lanes.
Objective 1.3: Emphasize local access, public transit, bicycle facilities, pedestrian safety and access, and aesthetics in future streetscape projects.
Objective 1.4: Reduce idling at the Five Corners by closing off a short section of Main Street to create a crossroads intersection.
Objective 1.5: Redirect Route 15 to Susie Wilson Road and Route 289 to reduce non-destination traffic in the Village.

Goal 2: Monitor, evaluate and implement traffic management practices on a continuing basis.

Objective 2.1: Monitor annual traffic counts and accident data.
Objective 2.2: Review all development proposals to minimize traffic and pedestrian safety concerns.
Objective 2.3: Where feasible, reduce the number and size of non-conforming curb cuts during development review
Objective 2.4: Encourage the use of joint access driveways and shared parking lots when physically possible.
Objective 2.5: Monitor the timing and sequence of all traffic lights to optimize traffic and pedestrian safety.
Objective 2.6: Cooperate with adjoining communities to develop strategies to minimize traffic increase within the Village resulting from development beyond the Village limits.
Objective 2.7: When possible, avoid dead end streets. Connect new streets into the existing street network from at least two points.
Objective 2.8: Request that neighboring communities require major development proposals to include traffic impact analysis at the Five Corners and that traffic analysis be submitted to the Village for review.
Objective 2.9: Study and consider options for managing traffic at the high crash locations near the Five Corners indicated on the Transportation Map.
Objective 2.10: Implement the Village Sidewalk Plan and Policy

Goal 3: Facilitate the use of sidewalks as a viable transportation alternative.

Objective 3.1: Review all development proposals for the efficient use of sidewalks.
Objective 3.2: Consider alternative standards for sidewalks based upon location and potential usage.
Objective 3.3: Encourage school age children to walk or ride a bike to school to reduce traffic congestion. Encourage enrollment in the Vermont Safe Routes to School Program.
Objective 3.4: Utilize all traffic calming techniques and strategies available.

Goal 4: Review and implement parking strategies consistent with other planning purposes.

Objective 4.1: Encourage quality site design and landscaping for all new parking lots.
Objective 4.2: Encourage bus and pedestrian access to all parking facilities.
Objective 4.3: Develop long-term strategies for parking demand within the Village Center.
Objective 4.4: Review all parking requirements and develop revised parking requirements which may include off-site parking, or other alternatives.
Objective 4.5: Cooperate with adjacent communities to locate commuter facilities in or in close proximity to the Village.
Objective 4.6: Consider policies to require or encourage the installation of bicycle parking racks at major activity centers such as shopping centers.

Goal 5: Promote and implement strategies to encourage the use of bicycles as alternate transportation modes.

Objective 5.1: Consider bicycle access in the review of all development proposals.
Objective 5.2: Consider the construction or signage of bicycle lanes on all future street construction projects.
Objective 5.3: Pursue the use of Federal and State funding for construction of shared use paths and bicycle lanes.
Objective 5.4: Include shared use paths as a component of the Capital Budgeting process.
Objective 5.5: Utilize Bike-Walk Advisory Committee to recommend projects, pursue funding sources and conduct bike/ped education to encourage safety and visibility.
Objective 5.6: Encourage the donation of land, labor and monies for the implementation of the shared use paths.

Goal 6: Encourage increased usage of the public transportation system.

Objective 6.1: Cooperate with CCTA to increase access to bus routes including higher frequencies during peak hours.
Objective 6.2: Encourage the use of bus turn-offs and shelters on major streets.
Objective 6.3: Encourage the State of Vermont to develop tax measures which support alternative transportation and reduce pressure on the local property tax.
Objective 6.4: Cooperate with the CCTA to encourage education programs on the benefits of using public transportation.
Objective 6.5: Continue to support elders and disabled transportation programs.

Goal 7: Cooperate with the State of Vermont to locate air quality monitors at the Five Corners.

Objective 7.1: Require applicants with potential emissions to obtain necessary state or federal permits prior to any local approvals.
Objective 7.2: Work with state and regional officials to ensure the uniform enforcement of all air Pollution Standards.

Goal 8: Cooperate with state and regional entities pursuing efforts to establish potential commuter rail service and an international passenger rail connection to Montreal that will go through Essex Junction.

Objective 8.1: Appropriate upgrades to the existing station and the surrounding areas to meet future needs.

9. Land Use

The livability and viability of any urban area are largely dependent on the pattern of land uses within the community. Transportation efficiency (and safety), the accessibility of various activities (i.e. shopping, entertainment, etc.) and the quality of residential neighborhoods are determined in many cases by land use patterns. The land use element is thus a "vision" for future development or redevelopment within the community. The vision was refined in this Plan update to reflect the Heart & Soul values identified by the residents – with particular emphasis on Thoughtful Growth. This Plan supports the Thoughtful Growth value by calling for continued accommodation of tight-knit neighborhoods, a vibrant downtown, diverse housing options, and a transportation system that includes a path network for pedestrians and bicyclists.

This Plan supports other Heart & Soul values, as well. The Local Economy will be supported by a healthy infrastructure and locations for existing and future businesses. The emphasis on tight-knit neighborhoods will foster Community Connections. Well-marked bike and pedestrian lanes will encourage Safety by allowing residents to comfortably and securely navigate the community. Parks and trails will help provide a basis for Health and Recreation, in addition to the community's largest open spaces in the Town.

In addition, this Plan helps support the larger regional land use goals by concentrating new growth in areas already developed, and thereby helping to minimize sprawl and protect the more rural areas of the County for working lands and environmental resources. Specifically, the *Chittenden County ECOS Plan* includes the following strategy: Strategy 2: Strive for 80% of new development in areas planned for growth, which amounts to 15% of our land area. The *ECOS Plan* takes a high level view of the land area in the County and therefore considers Essex Junction in its entirety to be a growth area. However, the concept is similar at a smaller scale within Essex Junction where the Village Center, surrounding mixed use, commercial and industrial districts are areas planned for growth; the surrounding residential areas are intended to remain at similar densities; and the Whitcomb Farm and public parks are protected (or in the process of protection) from future development. This Plan also identifies several steps to ensure that new growth is done in a manner that will create safe and inviting streetscapes, vibrant commercial and residential opportunities, and respect of the Junction's historic fabric. For example, the Plan calls for an enhanced community discussion and design charrette to develop design standards for the Village Center and surrounding areas.

This chapter first describes the existing characteristics throughout the Junction, and then describes the future land use goals and the specific regulations in place to achieve those goals. The goals also describe changes to the existing regulations where needed.

9.1 Existing Land Use

The existing generalized land use pattern within the Village is indicated on Map 9. This existing land use pattern will, to a large degree, direct the future land use pattern. An analysis of the existing land use pattern leads to the identification of several areas with distinct characteristics. Chapter III also provides a detailed summary of historic development patterns within the village. These generalized areas are discussed individually below:

1) **Village Center** – While Lincoln Hall dates from the early nineteenth century (it was originally built as an inn), most of the buildings in the commercial center of the Village date from the late nineteenth and very early twentieth centuries. In the commercial core of the area, the buildings are typical turn-of-the-century commercial types. They are built to the front sidewalk

lines and cover a very high percentage of their sites. Frequently, they share common walls with their neighbors. On the front facades their first floors contain glazed storefronts which add to the pedestrian sense of the area.

The buildings are predominantly two story structures with a pronounced horizontal frieze below the cornices. The cornices tend to be heavily decorated with brackets, dentils, etc. In addition, the larger buildings (which tend to be brick) have a strong horizontal band at the second floor level. Visually, this gives the buildings a horizontal orientation which adds a sense of scale to the area.

The wood frame buildings (such as those on the east side of Main Street) do not, or no longer, have this decorative treatment, and have vertical orientation and a somewhat different scale. This is partially mitigated by the fact that the lower floors have glazed store fronts and the tops of the store windows form a horizontal visual element.

In summary, the principal architectural features which create this area's sense of scale and identity are as follows:

1. Zero front yard setback and high site coverage.
2. Glazed storefronts on the first floor.
3. Flat roofs with a strong horizontal frieze below cornices.
4. Strong horizontal band at second floor level.

Moving out slightly beyond the commercial core of the area, the architecture changes significantly. Most buildings in this area were constructed as residences during the same period as the commercial structures, but the prevailing residential styles at the time were variations on Victorian. Thus, the residential buildings tend to be two-and-one-half story structures with gabled roofs, frequently with ells and other protrusions forming complex roof forms. Where still present, roof shingling patterns are quite decorative. Many of the buildings are oriented with gable ends towards the street. The facades of these residential structures reflect considerable decoration, with porches, decorative arches and supports, cutaway bay windows with brackets, eave brackets and cornices. Finally, the buildings tend to be set back with lawns between them and the street, and have lawns separating them from their neighbors. Some of these structures have been converted to non-residential use while retaining their original architectural appearance.

In summary, the architectural features which make this area unique in the center of the Village are as follows:

1. Modest lawn separating the buildings from the street and from each other.
2. Complex facades with porches, projecting windows, ells and ornamentation.
3. Complex roof forms with steep pitches, gables and dormers.

Even though the commercial and residential buildings date from roughly the same era, the different architectural treatments created a distinct delineation between what was the original commercial portion of the Village and the residential area surrounding it. While many of the old residences are now used for commercial activities, their areas remain qualitatively different from the commercial core of the Village.

In most cases there is no parking between the buildings and the street, and this adds considerably to the intimacy and pedestrian orientation of the Village Center.

The Junction also benefits from a Village Center Designation – the boundary is included on Maps 9 and 10. With the Village Center Designation building owners, lessees and the municipality are eligible for the following benefits: historic tax credits; façade improvement tax credits; code improvement tax credits; priority consideration for HUD, CDBG, and Municipal Planning Grants; priority site consideration by State Building and General Services when leasing or constructing buildings; and the option to create a special assessment district to raise funds for both operating and capital expenses to support specific projects in the designation. This designation provides the Village and building owners with assistance in maintaining and restoring historic structures, thereby preserving the historic fabric of the Village – a goal identified in numerous chapters of this Comprehensive Plan.

The designated Village Center District credits are best suited if used as part of a holistic 'package' approach of both private and public investment. The Village Center has seen very little private investment in the last 20 or 30 years as there has been no 'package' to attract investment.

During times of economic constriction investment in public infrastructure attracts private investment. Up to now the Five Corners traffic has been a disincentive to private investment – people avoided the area rather than sought it out. The potential to make the Village Center more pedestrian friendly via a short pedestrian section, along with the Connector Road, will alleviate private investment concerns. With the energy that is evident in the Village Center, current and future property owners have expressed interest in the tax credits made available through this designation.

The designated Village Center is a critical component of the Village's new proactive urban design approach to land use and transportation management. Urban regeneration without the designated Village Center benefits will be extremely unlikely. The historic Village Center has many buildings that need Code updates if they are to be developed including new sprinkler systems, emergency access, façade improvements, etc.

The recent rebuilding and upgrade of 8 Railroad Avenue is an example of an improvement that would not have happened without the designation credits. Many of the other buildings in the Center are under long term ownership and only now are investors looking at properties with an eye to sustainable development, both environmentally and fiscally. The recent purchase of the Peoples United Bank at Five Corners is a sign of investment and residency coming back into the center. These 51 apartments and street level stores will be the beginning of a regeneration of the Center that will enable the Center to become vibrant once again. Given the foregoing the Designation can be used to energize the whole of the Village Center in a holistic approach that can be a model for Vermont.

In the future, there may be some benefit in extending the Village Center Designation down the Pearl Street District. In addition, the Junction could build upon the Village Center Designation with a Growth Center Designation which would provide the landowners and municipality with additional benefits to support growth within the Village, and possibly the IBM campus.

2) **Summit Street to Five Corners** – This area has maintained a residential character. Although some residential structures have been altered for business purposes, much of the original structural detail remains. Commercial conversions are limited to low traffic volume professional offices. The northerly side of Pearl Street along this section of Pearl Street contains single family homes of traditional and historic value. These structures are worth

protecting against conversion to office or apartment uses. This section of Pearl Street should be rezoned to R-2 District.

3) **Pearl Street from Summit to Willeys Court** – This area is typified by intense commercial development with multiple curb cuts. There is a mixture of building types, colors, materials, and signs. The more recent construction is dominated by increased landscaping and more efficient site design which stands in marked contrast to the older structures. The only area of significant historic value is the Champlain Valley Exposition Fairgrounds which is dominated by open space and significantly different types of structures.

4) **Susie Wilson Road to Willeys Court** – This area is dominated by conversions to small businesses, professional offices and apartments. This area was recently re-zoned from HC to MF/MU-1 in recognition of its transition from single family uses to apartments and less intense business uses, and as an extension of the Pearl Street Corridor.

3) **Indian Acres Area** – This area is dominated by well maintained single family dwellings on small lots. Several properties have been converted to duplexes or dwellings with accessory apartments.

4) **Warner Avenue Area** – This neighborhood has maintained a single family residential character. No multi-family conversions have been located.

5) **Prospect Street Area** – This neighborhood has a mix of structures, some of historical significance. Some multi-family units and duplexes have been established. Several large residences help establish a unique character to the neighborhood.

6) **Village Center Neighborhood** – The areas adjacent to the Village Center have been in transition. There is a mix of single family, duplex and apartment dwellings. Many lots are large enough to be subdivided. The type of development which has occurred in this area may lead to pressure for further single family conversions. Consider zoning changes to distinguish these residential and low intensity commercial areas from the core commercial areas in the Village Center District.

7) **Brickyard Area** – This area is dominated by multi-family and condominium development. There is no vacant land available for future development.

8) **Countryside and Rivendell** – Both of these areas are dominated by newer residential structures on large lots. Virtually no multi-family conversions have occurred.

9) **Park Street Corridor** – This area has been in a state of transition. Properties nearest the Five Corners have been converted to multi-family and commercial development. Property south and west of South Street has maintained a single family residential character with the presence of several large older homes. The east side of the corridor has seen substantial conversion to multi-family and two-family dwellings.

10) **Maple Street Corridor** – Properties from the Five Corners to Mansfield Avenue have been in transition with several conversions to duplexes. From Mansfield Avenue to the Village limits, and single-family residential character has been maintained. To preserve the single family character of this corridor, it should be rezoned from RO to R-2 from Mansfield Avenue to Elm Street. Accordingly, further conversions of single family to multi-family in this area should not be allowed.

11) **Main Street Corridor** – Lower Main Street to the Village Center has largely converted to multi-family and two-family dwellings. Some dwellings are commercial or are used for home occupations. The upper portion of Main Street, particularly the westerly section, is primarily residential, and should remain as such because a primary goal of the plan is direct growth to the Village Center and commercial and multi-family areas.

12) Lincoln Street Corridor – This area has several large lots, a mix of uses including residential, commercial, offices and public/quasi structures.

13) **Fairview Farms –** A relatively new residential area, with 99 lots and 10 acres open space.

14) **Whitcomb Heights –**276 residential units have been built on the original Whitcomb Farm. The Vermont Land Trust, with funding assistance from the Village, purchased development rights on 271 acres of the Whitcomb Farm in March 2014. Additional development rights are planned for purchase on approximately 143 acres, pending funding in 2015. Construction is anticipated to begin in the summer of 2014 on a solar energy project.

9.2 Future Land Use

Essex Junction faces the challenging task of planning in a mostly developed community. The issues that face the community today are complex, and have been detailed throughout this Plan. The Future Land Use Map (Map 10) is the fundamental element of the overall Comprehensive Plan. It represents the proposed distribution of land uses within the Village. While there are several changes, the Future Land Use Map generally follows existing patterns of development, but may allow for greater densities and building heights in certain core mixed-use zoning districts. The Plan calls for proper design so that the increase in density and height does not feel out of character with the existing fabric of the Village.

Equally important as the Land Use Map are the individual Plan elements. These establish guidance and details necessary to achieve desired changes. The interdependence of these elements cannot be over-emphasized in that all must be consistently adhered to if the overall Plan is to remain viable. Thus, the Land Use Map is not just a physical depiction of desired land use, but is the culmination of detailed analysis of all factors related to the future growth and development of Essex Junction.

This Plan Element encompasses three major sections:

1) Land Use Goals – The Land Use Goals provide general guidance to the development of future land use categories. They establish the context in which future land use categories and the Future Land Use Map are developed.

2) Land Use Categories – The Land Use Categories provide specific guidance to interpreting the Future Land Use Map. They establish the intent of the various mapped area, and describe the general range of uses and provide guidance for development of implementation measures.

3) Future Land Use Map – The Future Land Use Map represents future land use patterns for the Village. It is the key document necessary for the creation of Zoning District Boundaries.

9.3 Land Use Goals

Goal 1: Provide sufficient locations within the Village to accommodate a variety of land uses including public, quasi-public, residential, retail, commercial and industrial uses.

Objective 1.1: Consider redefining zoning district boundaries of the Village Center to address differences in land development patterns between the core commercial areas and the residential neighborhoods.

Objective 1.2: Encourage the development of a variety of residential units in the Village Center and Pearl Street Districts.

Objective 1.3: Study the purchase of key properties in and around the Village Center for public use.

Goal 2: Promote responsible residential growth and encourage the growth and maintenance of quality residential areas.

Objective 2.1: Conserve open space/agricultural land for future generations.

Goal 3: Mitigate negative impacts of contiguous but different land uses.

Goal 4: Ensure that quality land planning and structural design occur in all commercial and industrial areas in a manner compatible with surrounding architecture.

Goal 5: Coordinate land use decisions with associated public infrastructure needs including streets, sidewalks, bicycle paths, drainage, water, sewer, schools, recreation and other public needs.

Goal 6: Provide mechanisms which encourage innovative development while maintaining the existing urban character of the Village.

Objective 6.1: Consider overlay districts and development agreements, and enact design review as a means to achieve innovative development.

Objective 6.2: Consider the inclusion of visuals within the Land Development Code to make the design standards clear for developers and residents. Engage the public in development of these visuals to gain consensus on design standards for the Village.

Objective 6.3: Promote use of the Village Center Designation benefits.

Goal 7: Coordinate development with adjoining communities.

Objective 7.1: Initiate communication with surrounding communities to discuss development impacts on land use and planned compatibility.

Goal 8: Coordinate needed public improvements with the development review process.

Goal 9: Prevent development of land which is environmentally unsuitable for construction.

Goal 10: Design new street layouts to minimize both overall street length and the quantity of site grading required. When possible connect new streets through to existing streets to increase connectivity.

Goal 11: Place a high priority in development review on pedestrian and vehicle access and safety.

Goal 12: Protect and enhance sensitive and important areas.

Objective 12.1: Consider design review criteria for main corridors upon approach to the Village Center (such as Pearl St. from CVE to 5 Corners).

Objective 12.2: Analyze and prioritize historic resources to determine which sites and structures should be preserved.

Objective 12.3: Consider zoning changes or historic district overlay to preserve existing residential structures of significant historic character along major arterials and in historic neighborhoods.

9.4 Land Use Categories

9.4.1 RESIDENTIAL 1

Intent: To provide areas for large lot single family residential dwellings and accessory residential uses.

Density: 15,000 sq. ft. lots exclusive of right-of-way.

Range of Potential Uses:

Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:

Density bonuses may be given for Planned Residential Developments with unique design proposals. Zero lot-line houses, clustering, and townhouses may be permitted upon special review with a planned residential application. No more than 30% of residential uses may be other than single-family, detached dwellings. Planned Developments shall include developed recreation facilities, bike and pedestrian paths. Projects which provide affordable housing shall be entitled to a density bonus, if long term affordability is guaranteed.

9.4.2 RESIDENTIAL 2

Intent: To provide areas for high-density single family dwellings and accessory residential uses.

Density: 7,500 sq. ft., exclusive of right-of-way.

Range of Potential Uses:

Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:

Density bonuses may be given for Planned Residential Developments with unique design proposals. Zero lot-line houses, clustering, and townhouses may be permitted upon special review with a planned residential application. No more than 30% of residential uses may be other than single-family, detached dwellings. Planned Developments shall include developed recreation facilities, bike and pedestrian paths. Projects which provide affordable housing shall be entitled to a density bonus, if long term affordability is guaranteed.

9.4.3 PLANNED COMMERCIAL DEVELOPMENT

Intent: To provide a mechanism to review major commercial developments and encourage innovative approaches to commercial development.

Density: Applications may be made in any commercial zone which has development limitations including, but not limited to, narrow lots, limited access, and drainage problems. Any proposed development, or re-development, which exceeds 2,500 sq. ft. of commercial space shall require application for a Planned Commercial Development. Waivers to this requirement may be granted by the Planning Commission.

Range of Potential Uses:

All uses permitted within the applicable zoning district. A mix of residential, retail and office uses is encouraged.

Other Information:

Planned Commercial Developments shall emphasize innovative design. Zoning District provisions, including setbacks, parking and lot coverage may be waived by the Planning Commission. Waivers may be granted only upon review of building design, lot layout, landscaping, setbacks, and amenities. Joint access, landscaping and compatible design are of particular importance. A determination must be made that these improvements mitigate waiver of any District standards.

Application requires a Conceptual Site Plan Hearing. The Planning Commission will determine the merits of the application during Conceptual Review. Upon approval, a Final Site Plan is required which must be in substantial compliance with conceptual approval.

9.4.4 MULTI-FAMILY RESIDENTIAL 1

Intent: To provide areas for multi-family residential (townhouses, condominium and apartments with 4 or more units) and accessory residential uses.

Density: 7,500 square feet for the first unit and 5,000 square feet for each additional unit in the same structure

Range of Potential Uses:

Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:

No new multi-family 1 areas will be established. Current facilities may be repaired, remodeled or replaced, but there can be no increase in number of units.

9.4.5 MULTI-FAMILY RESIDENTIAL 2

Intent: To provide areas for construction if new multi-family residential dwellings and accessory residential uses.

Density: One unit for the first 7,500 sq. ft. and one unit for each additional 1,500 sq. ft.

Range of Potential Uses:

Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:

Five or more units may require Special Review. Screening, landscaping and parking shall be designed to minimize impact on adjacent properties. Projects which provide affordable housing shall be entitled to a density bonus if long-term affordability is guaranteed.

9.4.6 MULTI FAMILY RESIDENTIAL 3

Intent: To provide areas for low-density multi-family dwellings.

Density: One unit for the first 7,500 sq. ft. and one unit for each additional 1,000 sq. ft. to a maximum of 4 units.

Range of Potential Uses:

Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:

Single family dwellings and accessory apartments are permitted uses. Duplexes, triplexes and quadraplexes may require Special Review. Screening, landscaping and parking shall be designed to minimize impact on adjacent properties. Projects which provide affordable housing shall be entitled to a density bonus, if long-term affordability is guaranteed.

9.4.7 TRANSIT ORIENTED DEVELOPMENT

Intent: The purpose of the Transit Oriented Development District (TOD) is to encourage development that supports a variety of transportation options including public transit (bus, rail), walking, biking and the automobile.

In order to achieve the desired goal of providing greater transportation options, development within the district shall embody the characteristics of compact urban

development and pedestrian oriented design. Mixed use buildings with first floor retail, wide sidewalks, interconnected streets, on-street parking, high density residential development, pedestrian amenities, transit stations and stops, open spaces, and public or shared parking are strongly encouraged and in many cases required as a part of the standards within the TOD District.

The area within the TOD District is currently served by public bus transportation. In addition, the TOD District is adjacent to an active rail corridor, which may be used for light rail service in the future. A bike path is also planned for the rail corridor. Therefore, the TOD District is in an ideal location to provide greater transportation options.

The specific objectives of the TOD District are:

- Create an environment that is conducive to using public transit, walking and riding a bike
- Accommodate a mix of uses in a form that attracts pedestrians
- Integrate commercial, institutional and residential development into a compact development pattern arranged around a street grid
- Provide pedestrian amenities and open spaces to create a comfortable and attractive environment
- Provide public, shared parking, and/or park and rides to accommodate automobiles, but will not detract from the pedestrian environment
- High Density Residential Development
- First Floor Retail
- Encourage the use of Tax Increment Financing to support public improvements in the district.

Density: No density limit. Density will be based on ability to provide parking and meet other district requirements including lot coverage and building height.

Range of Potential Uses:

Multi-Family, Office, Retail, Banks, Restaurants, Cultural Facilities, Personal Services.

Other Information:

Development and redevelopment in the TOD District is intended to be more urban than most of the existing development patterns within the district. The TOD District is intended to support development patterns that are similar to those found in the Village Center District.

9.4.8 MULTI-FAMILY/MIXED-USE-1

Intent: The Multi-Family/Mixed-Use-1 District is intended to allow high density multi-family development along low intensity commercial uses along major transportation and public transit corridors. High Density, Mixed Use developments and affordable housing with parking below grade or on the first floor of the building are encouraged. Development in the MF/MU District should support alternative modes of transportation, while accommodating the automobile. Developments within this district should be designed in such a way as to build upon the village character found in the core areas of the Village.

Density: No density limit. Density will be based on the ability to provide parking and meet other district requirements including lot coverage and building height

Range of Potential Uses:
Multi-Family, Office, Retail, Banks, Restaurants, Personal Services

Other Information:
Mixed use redevelopment including multi-family housing is encouraged. Commercial uses should be on a neighborhood scale and support the local residents.

9.4.9 MULTI-FAMILY/MIXED-USE-2

Intent: The Multi-Family/Mixed-Use-2 District is intended to allow high density multi-family development along low intensity commercial uses along major transportation and public transit corridors. High Density, Mixed Use developments and affordable housing with parking below grade or on the first floor of the building are encouraged. Development in the MF/MU-2 District should support alternative modes of transportation, while accommodating the automobile. Developments within this district should be designed in such a way as to build upon the village character found in the core areas of the Village.

Density: 15 units per acre

Range of Potential Uses:
Multi-Family, Office, Retail, Banks, Restaurants, Personal Services

Other Information:
Mixed use redevelopment including multi-family housing is encouraged. Commercial uses should be on a neighborhood scale and support the local residents.

9.4.10 PLANNED RESIDENTIAL (where applicable)

Intent: The objective of planned residential developments is not simply to allow exceptions to otherwise applicable regulations. It is instead to encourage a higher level of design and amenity than it is possible to achieve under the usual land development requirements. In addition, density bonuses may be granted if the development proposal preserves natural resources, preserves solar access, renewable energy generation, preservation or donation of open space, provides recreation facilities, constructs bike path connections, innovative design, and affordable housing in perpetuity.

Density: Density is established by the underlying zoning district but may be increased based upon specific criteria to be developed.

Range of Potential Uses:
Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to

school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:

Any proposed commercial or business uses must meet neighborhood commercial criteria. Multi-family uses shall not exceed 30% of the total residential uses and must be specifically approved on a case by case basis. Zero-lot lines, cluster development and other innovative housing techniques are encouraged and must be approved on a case by case basis. Density bonuses not to exceed thirty percent may be granted for affordable housing or elderly housing projects. Certain street, highway and lot size requirements may be waived if alternatives are equal or superior to standard requirements. All proposals shall consider pedestrian and bike path usage. Recreational facilities, dedication of usable open space and park development may be required. All development proposals must be reviewed and approved as a Conceptual Plan.

9.4.11 VILLAGE CENTER

Intent: To provide a compact commercial center with a mix of commercial and residential uses which is compatible with existing architectural and design standards.

Density: Minimum lot size is 5,000 sq. ft. Some intensive commercial uses may require larger lot sizes.

Range of Potential Uses:

Hotel, offices, retail uses, restaurants, personal services, single family, multi-family dwellings, public and quasi-public services and amenities. Mixed use of structure is encouraged.

Other Information:

Creation or preservation of affordable housing within this area is encouraged. Emphasis is placed upon pedestrian and bicycle access to the commercial center. Design criteria may be developed to encourage construction similar to existing structures. Setbacks, parking and other requirements will be drafted to encourage development similar to existing development. Special Review may be required within the designated Village Center area. Site plan and design considerations are an important aspect of our historic Village Center District. Safety and the ability to walk and cycle in the area are increasingly important. The ability to efficiently move traffic while creating safe pedestrian routes, vibrant commercial and residential opportunities, and appropriate parks and green space will create an environment that is welcoming to residents and visitors alike in an area currently dominated by traffic. Additional density/waivers may be available for proposals that incorporate public space as part of a Village Center District development application. The public space may take the form of a discrete area, or preferably form part of a chain of public spaces that will be created over time.

9.4.12 RESIDENTIAL-OFFICE

Intent: Provide areas for small office conversions of existing residential structures while maintaining residential type architecture.

Range of Potential Uses:

Professional offices with associated retail uses, photography shop, copy shop, frame shop, single family, art studio, residential, multi-family residential, etc.

Density: Minimum lot size is 7,500 sq. ft. for the first residential or office unit and 500 sq. ft. for each additional residential unit. However, lot must meet lot coverage, parking, setback and building location criteria.

Other Information:

Single family and multi-family not to exceed 4 units are encouraged and are permitted uses. Multi-family must meet parking, landscaping, screening requirements and must preserve residential integrity. Projects which preserve affordable housing, or provide joint access and joint parking with adjoining lots may qualify for development bonuses. Existing residential structures may be removed upon Special Review if proposed new structures are designed and constructed to maintain residential character and scale. Conditions may be placed upon any Special Review approval.

9.4.13 LIGHT INDUSTRIAL

Intent: To provide areas for manufacturing, warehousing, research and development. Implementation of approved Master Plan subject to site plan review.

Density: Minimum lot size is 10,000 sq. ft.

Range of Potential Uses:

Research and testing laboratories, warehouses, light manufacturing, offices.

Other Information:

Businesses within this category shall be located and designed so as to minimize impact on adjacent properties. Performance standards may be adopted for review purposes. Special Review may be required for some uses within this category.

9.4.14 HIGHWAY-ARTERIAL

Intent: To provide areas for retail, wholesale, commercial, service and professional businesses while minimizing negative impacts due to increased traffic.

Density: Minimum lot size is 10,000 sq. ft. Lot must meet lot coverage, parking, setback and building location criteria. Commercial space which exceeds 2,500 sq. ft. shall require application for a Planned Commercial Development.

Range of Potential Uses:

Multi-family, retail stores, wholesale distribution, restaurants, commercial, recreation facilities, offices, vehicle repair facilities, gas stations. Mixed use of structures is encouraged.

Other Information:

The intensity of this category requires special standards to mitigate the impact of Heavy Commercial development. Landscaping, building appearance, building location, and access are of prime importance. Traffic safety, parking facilities and

vehicular access is of concern. Consideration of pedestrian and bicycle access is required.

9.4.15 COMMERCIAL MIXED USE

Intent: To provide areas for mixed use development in locations that have adequate public infrastructure and compatible surrounding land uses. A mix of residential, retail and office use is encouraged. Light industrial uses area allowed as a conditional use. Commercial and light industrial space greater than 2,500 sq. ft. shall require application for a Planned Commercial Development.

Density: Minimum lot size of 15,000 sq. ft. Lot must meet lot coverage, parking, setback and building criteria.

Range of Potential Uses:

Retail stores, restaurants, office complexes, multi-family, light industrial, schools, warehouses, and manufacturing.

9.4.16 PLANNED EXPOSITION

Intent: To provide an area for special events and exposition facilities while minimizing adverse traffic, noise and visual impact. Implementation of approved Master Plan subject to site plan review.

Density: Minimum 120 acres.

Range of Potential Uses:

Agricultural shows and sales, educational workshops, concerts, antique shows and sales, temporary accessory sales, group sales, special events and festivals, picnics, reunions, carnivals, circuses, recreation facilities, pedestrian and bike paths.

Other Information:

If a new plan differs from the approved Master Plan, the Planned Exposition land use category will require review and approval of a Conceptual Plan at a Public Hearing. The Conceptual Plan identifies locations and types of uses. Emphasis is to be placed on landscaping, parking, traffic circulation and noise mitigation efforts. A Final Development Plan will identify location or relocation of any structures or physical improvements. Change in location of uses or substantial changes in types of uses, will require a new Conceptual Plan. A new Final Development Plan or Master Plan may be required if changes in physical improvements are proposed.

Uses within the Planned Exposition Land Use Category are divided into four types of reviews:

1) Permitted Use – No Special Review required unless projected attendance, noise or other factors exceed performance standards as developed. Examples of permitted uses may include agriculture exhibitions, educational workshops and reunions. Prior notification of all events may be required.

2) Temporary Uses – Special administrative review is required to determine if Special Review is necessary. Temporary use permits are to be issued by staff

within a specified time period. Staff review is limited to type of event, location of event, and performance standards as developed. Examples of uses may include temporary sales (accessory to a permitted event), antique sales and shows, dog shows, car shows, boat shows and temporary group sales (i.e. retail associations, car dealerships, clearance sales, etc.). Temporary use permits may be granted on an annual basis based upon a submitted schedule. Events not included shall be reviewed on an individual application basis.

3) Major Uses – Special Review is required for major uses and may include public meeting. Major uses are those uses which may generate substantial levels of traffic, noise or other adverse impacts. Examples may include major concerts, events which last 5 or more days and other uses denied by staff as Permitted Uses or Temporary Uses. Staff shall make the initial determination on a major use application within a specified period of time. If staff determines there may be substantial traffic, noise, odor, or other impacts, further Special Review shall be required and the applicant shall be immediately notified.

4) Champlain Valley Exposition Annual Fair – The Planning Commission may choose to review the Fair on an annual basis. The Planning Commission shall notify the Champlain Valley Exposition in writing by November 30th of the year before the Fair that they wish to review. The Champlain Valley Exposition shall then submit a permit application for review by January 31st of the following year. Review shall be conducted at a public hearing.

   A) Permitted Uses – Daily shows (other than grandstand concerts), education workshops, product demonstrations, food services, booths, carnivals, and any activities within enclosed structures are not reviewed on an individual basis and are uses by right.
   B) Cumulative Uses – The cumulative effect of all fair activities may be reviewed in cooperation with the Fair Board to develop traffic control, parking and noise plans.
   C) Special Events – Special events including, but not limited to, concerts, demolition derbies, tractor pulls and other similar events may be reviewed for compliance with noise standards, dust control, parking and traffic flow. Consideration should be given to timing of all special events to minimize traffic conflicts, noise or other impacts. Special Review of these events or waivers may be required. Staff may not grant waivers to adopted standards, but will determine if additional Special Review or waivers are necessary.

9.4.17 PLANNED AGRICULTURAL

Intent: To provide areas for active agricultural uses and provide mechanisms to ensure the long term viability of agricultural uses. Prime agricultural land shall be preserved whenever possible through transfer of development rights to agriculturally unproductive areas. Property used for agricultural purposes shall be deemed the predominant use and shall be protected from adverse urban development.

The entire area shall be subject to a Master Plan. No changes that involve any new development or change of use shall be permitted until a Master Plan for the entire Planned Agricultural district has been approved by the Planning Commission. Such a

Master Plan shall ensure adequate infrastructure, roads and public amenities before additional development is approved.

Density: Standards for density may be developed or may be part of a Master Plan approval provided, however, that no development may be approved on lots of less than 15,000 sq. ft. without Planned Development approval utilizing the techniques specified in this land use category.

Range of Potential Uses:

Farms, and all related activities including involvement in the local food movement (i.e. farm to school initiative), farm structures, farm housing, single family dwellings, multi-family dwelling, public and quasi-public uses, recreation, and solar renewable energy systems.

Other Information:

The Planned Agricultural land use shall be designated only on active farm land and land held in farm ownership. Uses other than agricultural may be approved only as a part of a Master Plan for the entire parcel or specific application for one or more phases or parcels within sections of this District which clearly meet the intent of this land use category and utilizes techniques to save agricultural land. Transfer of development rights, land trust, purchase/lease-back and other innovative approaches to save prime agricultural lands and open lands are strongly encouraged.

9.4.18 FLOOD PLAIN

Intent: To promote the public health, safety and general welfare, to prevent increases in flooding and to minimize losses due to floods.

Minimum Lot Size:

Not applicable. All areas designated by the Federal Emergency Management Administration shall be designated Flood Plain.

Range of Potential Uses:

Agriculture, conservation areas, recreation facilities.

Other Information:

All uses within this category require Special Review. Certain uses, or waiver requests may require Public Hearings and submittal of detailed hydrologic and engineering data.

Chapter VI
Implementation

In order to connect the vision, goals and objectives of this plan with reality, it must be implemented. Action is required and funding is necessary. Therefore, a detailed implementation plan is a key component of the comprehensive planning process.

Implementation will occur through a mix of policy adoption, planning studies, regulatory changes, public/private partnerships, education and capital projects. In many cases funding sources will be identified.

This chapter first describes an overview of finances for the Village; and then Table 14 lists the goals and objectives of the plan, the department that is primarily responsible for implementation, a timeline for implementation and potential funding sources. The timeline will be identified as follows:

Short Term – 1-2 Years
Mid Term – 2-3 Years
Long Term – 4-5+ Years
Ongoing – No definitive timeframe; may be ongoing policy

1. Government Finance

Local government is primarily financed through property tax revenue. Thus, consideration of the local tax effort is an important issue. It gives some indication of economic growth within the community as well as an indication of the community's ability to pay for improvements which may be required in the future. In addition, it is an important indicator of a community's ability to manage basic services while minimizing tax increases. Figure 7 tracks the Village Grand List increase from 2007-2013. Figure 8 provides more detail on the taxes generated, the distribution of taxes within the Village, and other sources of revenue. Figure 9 illustrates the distribution of the revenue collected to the services provided by the Village to its residents and businesses through the General Fund.

The Village has invested much time and effort to address issues of responsible financial management. A reappraisal was completed in 2007. Essex Junction's elected officials and voters are conscious of the need for responsible financial management and have successfully kept Village budgets to an average increase of 3.7% since 2007. However, while conservative budgeting keeps tax increases at a minimum, it does not allow capacity for new programs or significant investment in Village infrastructure and business development. Therefore, any goals and objectives established in this plan should be weighed against the resources needed to accomplish the goal. For every goal and objective, the village should ask itself, "at what cost?" and whether or not the initiative will be supported by adequate resources.

It is important to note that the data included herein are for the Village of Essex Junction taxes only. Residents are also required to pay school taxes and Town of Essex taxes. Both the school system and Town are totally independent taxing agencies over which the Village has no control. Residents should contact the Town of Essex and the School District for information regarding their tax rates.

FY2014 is the final year of an agreement with IBM to gradually eliminate a subsidy that replaced the taxes on IBM's machinery and equipment. The agreement started in 2001 and the last year the Village received the subsidy was FY2013. The Village is pursuing ways to reduce its budget by sharing services with the Town. The 1st step in the process was contracting with the Town to share the Town Manager position. Studies and efforts to share other services are under way.

Figure 7
Grand List 2007 - 2013

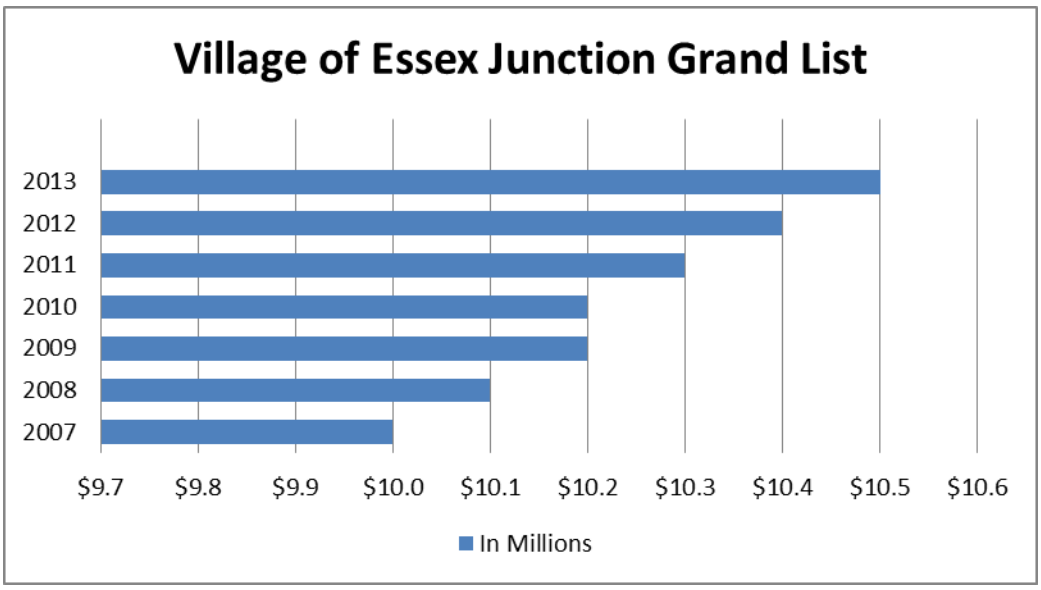


Figure 8
FY14 Budgeted Revenues

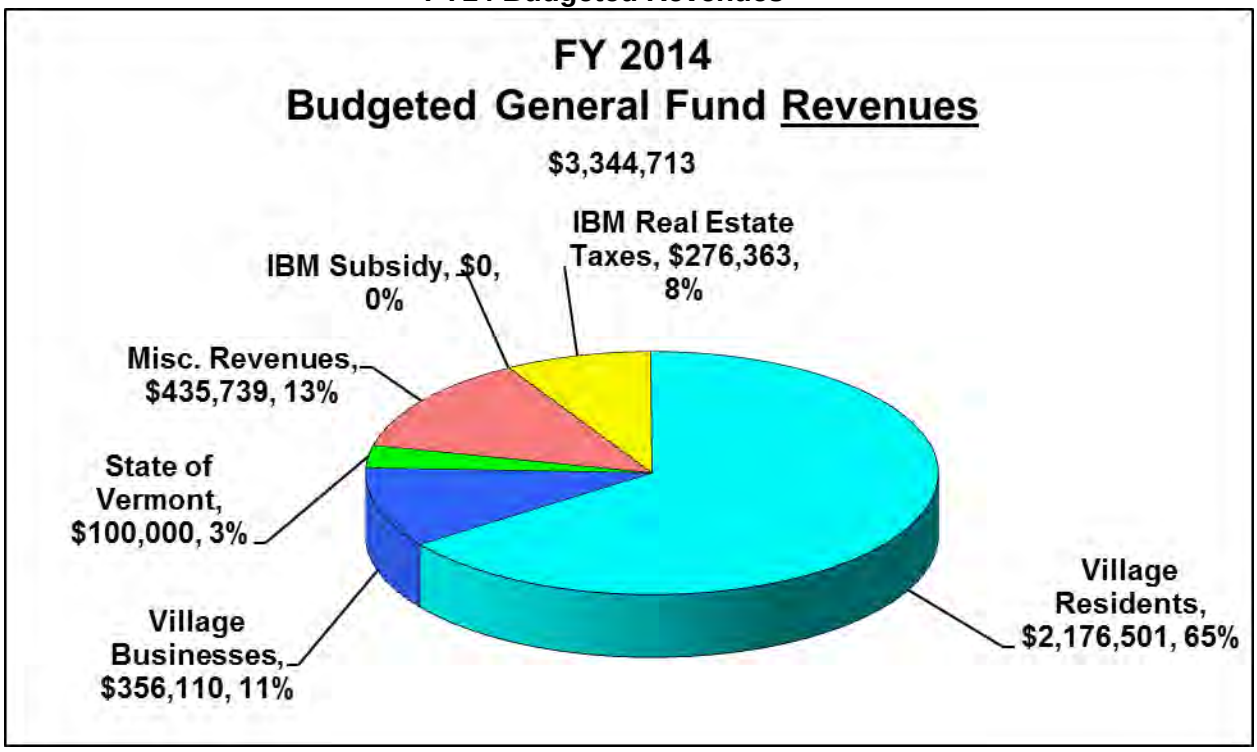
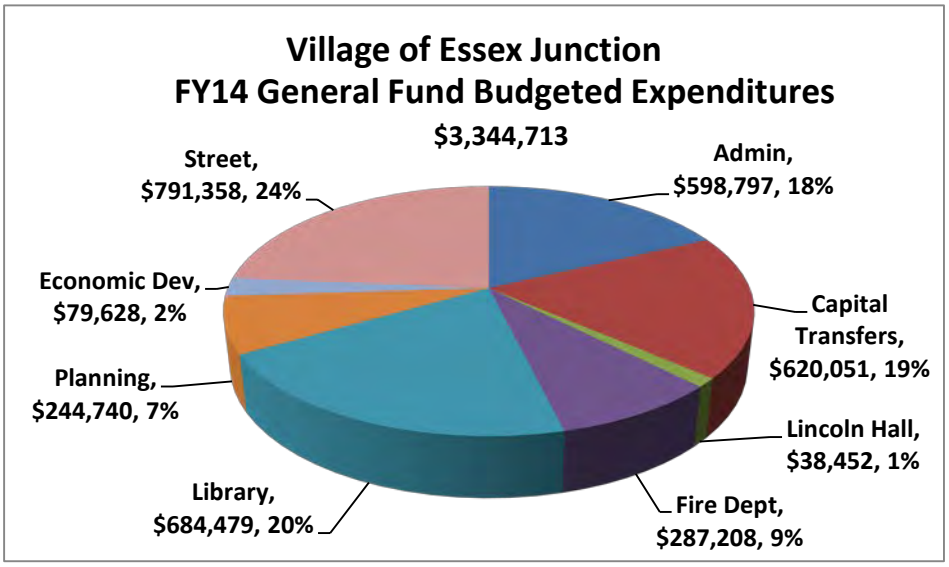


Figure 9
FY 14 Budgeted Expenditures



2. Funding Sources

Local Funding:

For current fund balances for the following programs please refer to the Annual Reports.

Planning Department Budget - Other Professional Services: These funds are used for general planning activities including matching grant funds, planning studies, and design assistance.

Capital Fund: The Village Capital Fund is used for public works projects including road and sidewalk reconstruction, village buildings, and streetscape projects.

Economic Development: The Village has an annual economic development budget which is used for the annual block party, and general economic development activities including market studies, marketing, business retention and other activities to support a thriving business community. The economic development component has been expanding to encourage private investment in the Village through outreach and education.

Public Works Streetscape Budget: The Public Works Department has an annual budget for streetscape improvements and maintenance. The money can be used for streetscape plantings as well as landscaping installation and maintenance, and includes funds allocated to the Tree Advisory Committee.

Land Acquisition Fund: The Village has a land acquisition fund. The fund was set up to purchase village properties for public use or economic development.

Water and Wastewater Revenue Funds: Funding may be available from the Water, Wastewater and Sanitation capital funds for capital projects involving sewer and water infrastructure.

Village Owned Assets: Think strategically about Village owned assets to maximize the benefit to the public.

Regional/State/Federal Funding:

All grant funds are listed as of 2014.

Municipal Planning Grants: The Vermont Department of Housing and Community Development provides an annual planning grant program for municipalities to promote community planning, revitalization and development activities that maintain Vermont's land use goal of compact settlements separated by rural lands. In FY14 the maximum grant amount was $20k with a cash match required. Projects requesting $8,000 or less do not require a match.

Vermont Agency of Transportation – Transportation Alternatives: This program replaced the former Enhancement Grants Program. This annual grant program provides funding for scoping studies or construction of local transportation improvements. Applicants may apply for up to $300k with a required match of 20% for construction projects, and 50% for scoping studies.

Chittenden County Regional Planning Commission (CCRPC): The CCRPC annual work program (aka Unified Planning Work Program - UPWP) is the mechanism to achieve the vision, mission and goals for the region as outlined in the ECOS Plan (www.ecosproject.com) and also helps municipalities fulfill their local plans. The UPWP provides funding assistance for a range of project types including transportation and land use, transportation services, GIS and Data Development, and other non-transportation planning (emergency management, brownfields planning, technology planning). In addition, CCRPC manages the Transportation Improvement Program (TIP) which is a prioritized, fiscally-constrained, and multi-year list of federally-funded, multimodal projects in the region. This includes dedicated funds for the sidewalk grant program for preliminary engineering and sidewalk construction ($300,000 available in the FY15 program).

Historic Preservation: There are three State historic preservation grant programs: Historic Preservation Grants for repair and maintenance of a historic building owned by a municipality or non-profit; Historic Preservation Barn Grants for repair and maintenance of historic agriculture buildings; and Certified Local Government grants to help municipalities integrate historic preservation concerns with local planning decisions. For more information visit: http://accd.vermont.gov/strong_communities/preservation/grants

There are also Federal and State tax credit programs. For more information visit: http://accd.vermont.gov/strong_communities/opportunities/funding/downtown_village_tax_credit. The specific credits available are listed here:

Buildings listed on the National Register of Historic Places are eligible for a 30% tax credit for qualifying rehabilitation projects (20% federal, 10% state). The funds may be used to improve accessibility, life safety or interior or exterior renovations.

A 25% building façade tax credit, which is not available for buildings eligible for the 30% tax credit above. The credit is available for buildings in the designated village center district. Maximum award of $25k per building.

A 50% code improvement tax credit to assist in bringing buildings up to state code, to abate hazardous materials or contamination. It includes a maximum award of $12,000 for a platform lift, $50,000 for sprinkler systems, $50,000 for elevators, and $25,000 for the combined costs of all other

qualified code improvements, as well as costs for hazardous material abatement and contaminated sites redevelopment.

Community Development Block Grants: Grants are available for planning or implementation, but they must meet a national/state objective to serve persons of low or moderate income, address slums and blight or meet and urgent need. See www.dhca.state.vt.us/VCDP for more information.

Safe Routes to School Program: The Safe Routes to School Program provides funding and education to make it safer for children to walk to school. See: http://saferoutes.vermont.gov/ for more information.

Community Foundations: There are a number of community foundations and other private grant funds that are available to municipalities. The Orton Foundation, who funded the Heart & Soul project, is an example.

Table 14: Implementation Schedule - *see the next page*

Table 14: Implementation Schedule

Goal/Objective	Dept.	Timeline	Funding	Heart & Soul Values						ECOS Strategies							
				1. Local Economy	2. Health & Recreation	3. Community Connections	4. Education	5. Thoughtful Growth	6. Safety	1. Improve Economy	2. Concentrate Development & Infrastructure	3. Improve Water Quality and Safety	4. Protect Working Landscapes and Habitats	5. Increase Health and Personal Safety	6. Educate our Residents	7. Improve Efficiency of Financing and Governance	8. Ensure Equity
				①	②	③	④	⑤	⑥	❶	❷	❸	❹	❺	❻	❼	❽
Priority Goals for Next 5 Years																	
Goal 1: Assist and work with existing businesses to stay and grow in Essex Junction. Encourage and assist new businesses and clean industries to invest in Essex Junction.				①		③		⑤		❶	❷						
Objective 1.1: Maintain a favorable business climate in Essex Junction.	ALL	Ongoing	N/A	①		③		⑤		❶	❷						
Objective 1.2: Engage in policies to make progress on the transit specific strategies in the Town's Economic Development and Vision Plan including #4 (regional multi-modal improvements), #10 (freight rail service expansion), and #12 (transit oriented development).	P&Z, PW	Ongoing	State Funding, Capital Budget	①				⑤		❶	❷						
Objective 1.3: Continue efforts to revitalize the Village center and attract business through public investment in infrastructure.	P&Z, PW	Ongoing	State Funding, Capital Budget	①				⑤		❶	❷						
Goal 2: Promote thoughtful growth.								⑤			❷						
Objective 2.1: Ensure that new development and rehabilitation efforts enhance and reinforce the existing architecture, design and layout along major arterials and historic neighborhoods.	P&Z	Ongoing	N/A	①				⑤			❷						

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Objective 2.2: Encourage mixed-income infill housing within existing developed areas in the commercial and multi-family districts.	P&Z	Ongoing	N/A	①				⑤			❷						
Objective 2.3: Promote the redevelopment of underutilized properties in the Transit Oriented Development (TOD) and Village Center District.	P&Z	Ongoing	N/A	①				⑤			❷						
Objective 2.4: Continue improvements in the public realm for a high quality pedestrian experience.	P&Z, PW	Ongoing	State Funding, Capital Budget					⑤	⑥		❷						
Objective 2.5: Continue efforts to preserve and rehabilitate existing historic structures through state and federal funding programs and incentives; and encourage private investment for the same.	P&Z	Ongoing	N/A					⑤			❷						
Objective 2.6: Hold an enhanced community discussion and design charrette to develop design standards for the Downtown.	AD, P&Z	Short Term	General Fund			③		⑤	⑥		❷						
Goal 3: Continue improving access to and safety of bicycle and pedestrian facilities, and public transit. Support the work of the Bike-Walk Advisory Committee.					②			⑤	⑥		❷			❺			
Goal 4: Implement projects that will move traffic more efficiently while making the Village a more welcoming place for all modes of travel.	P&Z, PW	Ongoing	State Funding, Capital Budget		②			⑤	⑥		❷			❺			
Objective 4.1: Implement the Connector Road project.	AD, PW, P&Z	Short Term	State Funding, Capital Budget		②			⑤	⑥		❷			❺			
Objective 4.2: Consider pedestrianization of Main Street.	AD, PW, P&Z	Long Term	State Funding, Capital Budget		②			⑤	⑥		❷			❺			
Objective 4.3: Consider alternatives for vehicular traffic through Five Corners, such as redirecting Route 15.	AD, PW, P&Z	Long Term	State Funding, Capital Budget		②			⑤	⑥		❷			❺			
Goal 5: Establish policies and manage the Village budget and assets to enhance and ensure the continuation of the high quality of life Village residents, businesses and visitors value.	ALL	Ongoing	N/A					⑤			❷					❼	

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Table 14: Implementation Schedule

Objective 5.1: Increase the ratio of light industrial/commercial uses to residential uses.	PZ	Ongoing	N/A	①				⑤		❶	❷					❼	
Objective 5.2: Investigate additional sources of revenue.	ALL	Ongoing	N/A					⑤			❷					❼	
Objective 5.3: Keep budget increases within the rate of inflation.	FN	Ongoing	N/A					⑤			❷					❼	
Objective 5.4: Continue to investigate and implement, when appropriate, shared services between Village and Town governments.	ALL	Ongoing	N/A					⑤			❷					❼	
Objective 5.5: Think strategically about Village owned assets to maximize the benefit to the public.	ALL	Ongoing	N/A					⑤			❷					❼	
Objective 5.6: Consider reinstating funding to the land acquisition fund.	FN	Midterm	N/A					⑤			❷					❼	
Energy																	
Goal 1: Work with the Essex Energy Committee to prioritize energy goals based on cost benefit analysis	PW	Ongoing	N/A					⑤			❷					❼	
Goal 2: Cooperate with State Officials and energy suppliers to ensure the availability of adequate supplies of energy	P&Z	Ongoing	N/A								❷						
Goal 3: Encourage the development of renewable energy resources to contribute to the State's goal of 90% renewable energy by 2050.	PW	Ongoing	N/A								❷						
Goal 4: Ensure new construction and rehab complies with Vermont Residential & Commercial Building Energy Standards.	P&Z, LB, PW	Ongoing	N/A					⑤			❷						
Goal 5: Ensure that municipal equipment meet all required equipment requirements	ALL, PW	Ongoing	N/A								❷						
Goal 6: Participate in green pricing programs, when available, to promote the use of renewable energy.	PW	Midterm	Grant funding/public works budget								❷					❼	
Goal 7: Ensure that new and replacement street lamps utilize the most current and efficient energy technology.	WQ	Ongoing	Wastewater Revenue Fund/Revenue Bond								❷						

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Table 14: Implementation Schedule

Objective 7.1: Continue to require energy efficient street lamps in new developments.	P&Z	Ongoing	N/A								❷						
Objective 7.2: Use energy efficient street lamps when replacing existing lamps.	PW	Ongoing	Public Works Budget								❷						
Objective 7.3: Meet or exceed the current adopted version of the Regional Planning Outdoor Lighting Manual for Vermont Municipalities.	P&Z	Ongoing	N/A								❷						
Goal 8: Support a variety of non-automobile transportation options	PW, WQ, FD	Ongoing	Public Works Budget					⑤			❷						
Goal 9: Continue reducing local energy demand by providing further expansion of sidewalks, bike paths, park & rides and public transportation.	PW, P&Z	Ongoing	N/A					⑤			❷						
Goal 10: Display and distribute information to residents and businesses that will help them save energy.	AD	Ongoing	N/A			③	④				❷						
Goal 11: Encourage the Brownell Library to expand, and update regularly, energy publications and publicize this source to the general public.	LB	Ongoing	Library Budget			③	④				❷						
Goal 12: Continue recycling programs at all village buildings and facilities.	AD, PW	Ongoing	Public Works Budget					⑤			❷						
Goal 13: Conduct energy audits for all Village Buildings.	AD, PW	Ongoing	Public Works Budget								❷						
Goal 14: Continually examine cost effectiveness to expand use of methane generated at the Waste Water Treatment Plant.	AD, PW	Ongoing	Public Works Budget								❷					❼	
Goal 15: Consider fuel efficiency when purchasing new vehicles, including alternative fuels	AD, PW	Ongoing	Public Works Budget								❷						
Goal 16: Provide residents with information on heating assistance programs	AD	Ongoing	N/A			③			⑥					❺			❽
Agriculture																	
Goal 1: Continue to support the Whitcomb Farm in their conservation efforts.	P&Z	Ongoing	N/A	①	②					❶		❸	❹				
Goal 2: Support the Farmers Market and other local value-added agricultural businesses.	AD, P&Z	Ongoing	N/A	①						❶							

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Table 14: Implementation Schedule

Objective 2.1: Ensure accommodation at Five Corners for the Farmers Market, unless an alternative site is established.	AD, P&Z	Ongoing	N/A	①						❶							
Objective 2.2: Work with Five Corners Farmers' Market to assist in finding a permanent winter location.	AD, P&Z	Ongoing	N/A	①						❶							
Objective 2.3: Hold farm-to-table community events	RC	Ongoing	N/A			③							❹				
Goal 3: Continue support of the Community Garden Program, home gardening and micro-farming.	RC	Ongoing	N/A			③							❹				
Objective 3.1: Offer incentives for developments that include community gardens and/or allow home gardens on common land.	P&Z	Midterm	N/A					⑤					❹				
Objective 3.2: Strengthen language in zoning regulations to protect topsoil during construction so that yards are more suitable for gardening.	P&Z	Midterm	N/A					⑤					❹				
Objective 3.3: Encourage composting	RC	Ongoing	N/A									❸	❹				
Objective 3.4: Develop a method to donate excess food from community gardens.	RC	Midterm	N/A			③											❽
Objective 3.5: Encourage the practice of edible landscaping.	RC, P&Z	Ongoing	N/A		②									❺			
Objective 3.6: Inventory and designate additional public space for community gardens	P&Z	Long Term	N/A			③					❷		❹				
Goal 4: Establish a Tree Management Plan	P&Z	Short Term	N/A					⑤			❷		❹				
Objective 4.1: Increase the Village tree canopy	P&Z	Ongoing	N/A					⑤			❷		❹	❺			
Objective 4.2: Educate residents on value of the urban forest.	P&Z	Ongoing	N/A			③					❷		❹				
Objective 4.3: Establish a process for the Village Tree Advisory Committee to work with the Planning Commission to review and provide advice on development projects that include tree planting in public spaces.	P&Z	Midterm	N/A					⑤			❷		❹				
Business/Economic Development																	

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Table 14: Implementation Schedule

Goal 1: Assist and work with existing and new business development in Essex Junction.	AD, P&Z	Ongoing	N/A	①						❶							
Objective 1.1: Maintain a favorable business climate in Essex Junction.	AD, P&Z	Ongoing	Economic Development	①		③				❶							
Objective 1.2: Encourage the development of a diverse array of residential units in the Village Center and Pearl St. Districts.	AD, P&Z, PW	Ongoing	N/A	①				⑤		❶	❷						
Objective1.3: Consider performing market studies to attract businesses	AD, P&Z	Ongoing	Economic Development	①						❶							
Objective 1.4: Work with officials at IBM, and other IBM campus businesses to meet their future development needs.	AD	Ongoing	N/A	①						❶							
Objective 1.5: Encourage opportunities for bandwidth improvements.	AD, P&Z, PW	Ongoing	N/A	①						❶	❷						
Objective 1.6: Encourage entrepreneurs and start-ups	AD, P&Z	Ongoing	Economic Development	①						❶							
Objective 1.7: Help identify underutilized structures in the Village and assist in matching the landowners with business prospects.	AD, P&Z	Ongoing	Economic Development	①				⑤		❶	❷						
Goal 2: Increase the Village's relationship with the local business community.	AD	Ongoing	N/A	①		③				❶							
Objective 2.1: Look for strategic opportunities to work with business and property owners on economic development.	AD, P&Z	Ongoing	N/A	①						❶							
Objective 2.2: Work closely with regional business organizations	AD, P&Z	Ongoing	N/A	①						❶							
Objective 2.3: Encourage Village membership on key local and regional committees involved with business expansion and economic development.	AD	Ongoing	N/A	①						❶							
Objective 2.4: Promote the Village as a destination for shopping, services, and tourism.	AD, P&Z	Ongoing	Economic Development	①						❶							
Objective 2.5: Provide mechanisms for increased communication between the business community and Village Officials.	AD, P&Z	Ongoing	N/A	①		③				❶							

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Table 14: Implementation Schedule

Objective 2.6: Continue work with the Town and Essex Economic Development Commission on the implementation strategies from the Economic Development and Vision Plan: Essex.	P&Z	Midterm	Municipal Planning Grant/Planning Budget	①		③				❶							
Goal 3: Provide mechanisms for efficient and timely review of development applications.	AD, P&Z, PW	Ongoing	Public Works Streetscape	①				⑤		❶	❷						
Objective 3.1: While maintaining environmental standards, ensure that the local codes do not inhibit/prohibit local development.	P&Z	Ongoing	N/A	①						❶		❸					
Objective 3.2: Provide application checklist of all requirements for each stage of review.	P&Z	Ongoing	N/A	①				⑤		❶	❷						
Goal 4: Preserve and enhance the appearance and historical character of the Village of Essex Junction.	P&Z	Ongoing	Grants, Capital Fund	①				⑤		❶	❷						
Objective 4.1: Maintain Design Review in the Village Center.	P&Z	Ongoing	N/A	①				⑤		❶	❷						
Objective 4.2: Design publicly financed improvements to preserve the character of the Village Center.	P&Z, PW	Ongoing	Public Works Streetscape	①				⑤		❶	❷					❼	
Objective 4.3: Establish local historic districts or other mechanisms along major arterials and in historic neighborhoods.	P&Z	Midterm	Municipal Planning Grant/Planning Budget	①				⑤		❶	❷						
Objective 4.4: Create a list of noted historic sites and buildings to supplement Map 2.	P&Z	Midterm	Municipal Planning Grant/Planning Budget	①				⑤		❶	❷						
Objective 4.5: Continue streetscape and landscaping efforts to attract private sector investment.	P&Z, PW	Ongoing	Public Works Streetscape	①				⑤		❶	❷						
Open Space – Recreation & Natural Resources																	
Goal 1: Support the Essex Junction Recreation Department in providing a wide range of recreation and leisure opportunities for all residents of the Village.					②	③		⑤	⑥		❷			❺			

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Table 14: Implementation Schedule

Objective 1.1: Continue regulations which require the dedication of usable park lands and open spaces as a requirement of major development approval.	P&Z	Ongoing	N/A		②	③		⑤	⑥		❷			❺			
Objective 1.2: Support the implementation of the 2007 Essex Junction Recreation and Park Master Plan.	RC, ALL	Ongoing	N/A		②	③		⑤	⑥		❷			❺			
Objective 1.3: Encourage increasing the annual funding of the Recreation Capital Replacement Reserve Fund to one cent (.01) of the municipal grand list.	AD, RC	Ongoing	Capital Budget		②	③		⑤	⑥		❷			❺		❼	
Objective 1.4: Encourage implementation of a recreation impact fee to create a fund to support future community park and facility needs.	AD, RC	Ongoing	Capital Budget		②	③		⑤	⑥		❷			❺		❼	
Goal 2: Create urban open spaces.				①	②	③		⑤			❷						
Objective 2.1: Encourage the provision of plazas and other urban outdoor areas in major redevelopment projects in the Village Center and Transit Oriented Development Districts.	P&Z	Ongoing	N/A	①	②	③		⑤			❷						
Objective 2.2: Require pedestrian and bicycle amenities in the creation of new public streets in the Village Center and Transit Oriented Development Districts.	P&Z	Ongoing	N/A	①	②	③		⑤			❷			❺			
Objective 2.3: Consider the development of a village green within the Village Center District.	ALL	Ongoing	Grants, Capital Budget	①	②	③		⑤			❷						
Objective 2.4: Encourage or require the preservation of open space in new residential developments. Allow for innovative design in the preservation of open space through clustering and design techniques.	P&Z	Ongoing	N/A		②	③		⑤			❷		❹				
Goal 3: Preserve the natural beauty indigenous to Vermont within the Village of Essex Junction.					②			⑤			❷		❹				
Objective 3.1: Maintain regulations which encourage the preservation of trees in new development.	P&Z	Ongoing	N/A		②			⑤			❷		❹				

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Table 14: Implementation Schedule

Objective 3.2: Implement a program of selective planting of trees on private property adjacent to existing road right-of-ways.	AD, PW	Midterm	N/A		②			⑤			❷		❹				
Objective 3.3: Promote and actively participate in an annual tree planting program.	AD, PW	Ongoing	N/A		②			⑤			❷		❹				
Objective 3.4: Consider protection of the outstanding view sheds identified in this Plan through amendments to the Land Development Code.	P&Z	Ongoing	N/A		②			⑤			❷		❹				
Goal 4: Continue protection of existing natural resources identified in this chapter.					②			⑤			❷	❸	❹				
Objective 4.1: Continue to enforce stormwater treatment standards in the Land Development Code to improve water quality in impaired waters and to minimize non-point source water pollution from new development.	P&Z, WQ	Ongoing	N/A		②			⑤	⑥		❷	❸		❺			
Objective 4.2: Require retention of vegetation or effective re-vegetation of areas vulnerable to erosion.	P&Z	Ongoing	N/A		②			⑤	⑥		❷	❸		❺			
Objective 4.3: Work with the Center for Technology Essex to develop a nursery to raise street trees for the Village and Town.	AD, PW	Ongoing	N/A		②			⑤	⑥		❷			❺			
Objective 4.4: Continue incentivizing growth in the areas planned for growth, so that development pressures on natural resources and open spaces are lessened.	P&Z	Ongoing	N/A		②			⑤	⑥		❷	❸		❺			
Objective 4.5: Ensure protection of the Village's significant wildlife habitat resources by inventorying the resources, determining their current level of protection, and if necessary define them and establish standards for protection of them in the Land Development Code.	P&Z	Ongoing	N/A		②			⑤	⑥		❷		❹	❺			
Objective 4.6: Coordinate with the Town, Region and State on efforts to establish air quality goals/objectives and encourage methods of air quality improvement.	AD, P&Z, PW	Ongoing	N/A		②			⑤	⑥		❷		❹	❺			

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Objective 4.7: Analyze the thrust faults to determine how properties in these areas should be managed for protection of aquifer recharge and minimizing undue property damage.	P&Z	Long Term	Grants		②			⑤	⑥		❷	❸	❹	❺			
Goal 5: Reduce greenhouse gas emissions contributing to climate change and adapt to become more resilient to a changing climate.					②			⑤	⑥		❷			❺			
Objective 5.1: Engage in climate mitigation strategies to reduce the region's contribution of greenhouse gases. For example, continue to implement policies that promote investment in transportation options that reduce emissions – such as sidewalks and bike lanes; and implement programs to increase urban forest canopy.	ALL	Ongoing	PW, Capital Budget		②			⑤	⑥		❷	❸	❹	❺			
Objective 5.2: Engage in climate adaptation strategies to help individuals, businesses and communities be able to withstand and bounce back from – or even take advantage of – the impacts of climate change. For example, prepare and maintain plans for emergency operations, emergency response, business continuity and business recovery.	ALL	Ongoing	PW, Capital Budget		②			⑤	⑥		❷			❺			
Goal 6: Avoid new development in floodplains, fluvial erosion hazard areas, and land adjacent to streams, wetlands, and upland forests; eliminate the exacerbation of flooding and fluvial erosion; encourage protection and restoration of these areas; and plan for flood emergency preparedness and response.					②			⑤	⑥		❷	❸	❹	❺			
Objective 6.1: Continue to enforce the flood plain regulations to protect flood prone areas and minimize fluvial erosion.	P&Z	Ongoing	N/A		②			⑤	⑥		❷	❸	❹	❺			

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Table 14: Implementation Schedule

Objective 6.2: Monitor the fluvial erosion hazard area south of Cascade Street that is not currently regulated by the flood plain regulations to determine if additional protections are needed.	PW, WQ	Ongoing	N/A		②			⑤	⑥		❷	❸	❹	❺			
Objective 6.3: Monitor all of the fluvial erosion areas to see how best to accommodate fluvial equilibrium and natural erosion processes while minimizing undue damage to property.	PW, WQ	Ongoing	N/A		②			⑤	⑥		❷	❸	❹	❺			
Objective 6.4: Plan culvert replacements for any undersized culverts in conjunction with roadway improvements.	PW, WQ	Ongoing	N/A		②				⑥			❸		❺			
Objective 6.5: Review the Hazard Mitigation Plan on a regular basis and follow-up on action steps.	ALL	Ongoing	N/A		②				⑥			❸		❺			
Objective 6.6: Continue annual certification of the Emergency Operations Plan.	AD	Ongoing	N/A		②				⑥			❸		❺			
Education and Childcare																	
Goal 1: Provide opportunities for access to quality education for all segments of the population and promote full use of all facilities.							④								❻		
Objective 1.1: Coordinate new development with schools to minimize impacts	P&Z	Ongoing	N/A				④	⑤							❻		
Objective 1.2: Encourage the use of village facilities for adult education, workshops and career development	RD, AD, PW, LB, SC	Ongoing	N/A	①			④								❻		
Goal 2: Coordinate school population projections	P&Z, SC	Ongoing	N/A				④	⑤							❻		
Goal 3: Encourage alternative access to education facilities	P&Z, PW, SC	Long Term	Capital Budget, School Budget, Safe Routes to School, TIP, Enhancement Grants				④								❻		
Goal 4: Maximize use of all public facilities							④								❻		

Departments: AD - Administration; PZ Planning Zoning; CL - Clerk; PW - Public Works; WQ - Water Quality; LB - Library; FN - Finance; RC - Recreation; SC - Schools; ALL - All Departments

Table 14: Implementation Schedule

Goal 5: Improve bicycle and pedestrian safety for school children including continued participation in Safe Routes to School.	P&Z, PW, SC	Ongoing	Capital Budget, School Budget, Safe Routes to School, TIP, Enhancement Grants		②		④		⑥		❷				❻		
Goal 6: Continue to allow childcare services in most areas of the village	P&Z	Ongoing	N/A	①			④								❻		❽
Utilities/Facilities																	
Goal 1: Provide a Village infrastructure system that adequately ensures the availability of potable water, disburses storm and ground water runoff and disposes of sanitary wastes in a manner which ensures community health and is environmentally sound.								⑤			❷	❸					
Objective 1.1: Maintain public works standards that utilize reasonable technology to ensure adequate infrastructure	PW, WQ	Ongoing	N/A					⑤			❷	❸					
Objective 1.2: Implement Asset Management to insure long term rate stability	PW, WQ	Midterm	Public works budget, CCRPC/CCMPO Assistance					⑤			❷					❼	
Objective 1.3: Manage sewer capacity for village benefit	AD, PW, WQ, P&Z	Ongoing	N/A	①				⑤			❷						
Objective 1.4: Improve infrastructure with minimal financial burden on taxpayers	PW, WQ	Ongoing	Capital Funds/Water-Wastewater Funds					⑤			❷					❼	
Objective 1.5: Maintain infrastructure for maximum life/use	PW, WQ	Ongoing	Wastewater and Water revenue funds, Capital Budget					⑤			❷						
Objective 1.6: Ensure new development has adequate services	P&Z, PW, WQ	Ongoing	N/A	①				⑤			❷						
Objective 1.7: Continue to identify infrastructure deficiencies and upgrade as appropriate	PW, WQ	Ongoing	Wastewater and Water revenue funds, Capital Budget					⑤			❷						

Departments: AD - Administration; PZ Planning Zoning; CL - Clerk; PW - Public Works; WQ - Water Quality; LB - Library; FN - Finance; RC - Recreation; SC - Schools; ALL - All Departments

Table 14: Implementation Schedule

Objective 1.8: Consider leasing WW capacity on permanent basis	AD	Ongoing	N/A					⑤			❷					❼	
Objective 1.9: Actively participate in the Champlain Water District operations and planning process.	PW, WQ	Ongoing	N/A					⑤			❷						
Objective 1.10: Obtain voting membership in the Champlain Water District	AD, PW, WQ	Midterm	N/A					⑤			❷						
Objective 1.11: Implement stormwater management regulations	P&Z, WQ, PW	Short Term	N/A					⑤			❷	❸					
Goal 2: To participate in Public Service board hearings and to encourage the continued provision of a high quality of public utility services to the Village.								⑤			❷						
Objective 2.1: Encourage utility companies to provide high quality services to new developments	PW, WQ, P&Z	Ongoing	N/A					⑤			❷						
Objective 2.2: Require public utilities companies to maintain corridors	PW, WQ	Ongoing	N/A					⑤			❷						
Goal 3: To provide the community with the best possible sidewalks for the purpose of pedestrian travel at the most reasonable cost.					②			⑤			❷						
Objective 3.1: Prioritize sidewalk upgrades	PW	Ongoing	Capital Budget, Public Works Operating Budget		②			⑤			❷						
Objective 3.2: Continue to maintain assessments and inventory on all sidewalks	PW	Midterm	Public Works Operating Budget, Municipal Planning Grant		②			⑤			❷						
Goal 4: To continue to provide all Village segments with the best fire protection.									⑥					❺			
Objective 4.1: Actively recruit firefighters, and consider the need for a new fire station to assist in recruitment and retention efforts.	FD	Ongoing	Fire Department Budget						⑥					❺			
Objective 4.2: Consider a limited full time fire department	AD, PD	Ongoing	General Fund						⑥					❺			
Objective 4.3: Consider life safety/building codes	AD, FD, PW, P&Z	Midterm	Building Code permit fees		②				⑥		❷			❺			❽

Departments: AD - Administration; PZ Planning Zoning; CL - Clerk; PW - Public Works; WQ - Water Quality; LB - Library; FN - Finance; RC - Recreation; SC - Schools; ALL - All Departments

Table 14: Implementation Schedule

Goal 5: To provide a high level of Library Services to Village residents for their enjoyment and information, with particular emphasis on education, community connections, health and recreation, and the local economy.				①	②	③	④			❶				❺	❻		❽
Objective 5.1: Create opportunities for lifelong learning and exploration	LB	Ongoing	Library Budget				④								❻		
Objective 5.2: Nurture community spirit in a safe, collaborative and comfortable space.	LB	Ongoing	N/A			③											❽
Objective 5.3: Support healthy minds and bodies and stimulate imagination.	LB	Ongoing	N/A		②									❺			
Objective 5.4: Support efforts to improve economic vitality	LB	Ongoing	Library Budget	①						❶							
Goal 6: Maintain public buildings and municipal functions in/near village center, encourage new public buildings in village center	AD, P&Z, LB, SD	Ongoing	N/A	①		③		⑤			❷					❼	
Goal 7: To continue to provide the Village with the best police protection.									⑥					❺			
Objective 7.1. Decrease the amount of time vacancies remain open.	AD	Ongoing	N/A						⑥					❺			
Objective 7.2. Increased staffing to address the crime rate and the increase in traffic.	AD	Ongoing	General Fund						⑥					❺			
Objective 7.3. Greater community participation in crime prevention efforts.	AD	Ongoing	N/A			③			⑥					❺			❽
Goal 8: Continue to explore options to bury power lines in core commercial districts and require new developments to site utilities underground.	P&Z, PW	Ongoing	Capital Budget					⑤			❷						
Housing																	
Goal 1: Provide a variety of housing opportunities while creating and preserving quality residential environments and existing neighborhood characteristics.								⑤			❷						
Objective 1.1: Permit innovative development strategies	P&Z	Ongoing	N/A					⑤			❷						
Objective 1.2: Study and consider building codes and fire codes	P&Z, FD, PW, AD	Midterm	Planning Budget, Municipal Planning Grant					⑤	⑥		❷						

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Table 14: Implementation Schedule

Objective 1.3: Promote adherence to state energy standards and consider energy conservation and alternative energy requirements for new development	P&Z, AD	Ongoing	Planning Budget, Municipal Planning Grant					⑤			❷						
Objective 1.4: Encourage development in established growth areas	P&Z, AD	Ongoing	N/A	①				⑤			❷						
Objective 1.5: Consider zoning changes to preserve historic buildings and neighborhoods	P&Z, AD	Midterm	Planning Budget, Municipal Planning Grant					⑤			❷						
Objective 1.6: Provide a mechanism in the code to encourage affordable housing	P&Z, AD	Midterm	Planning Budget, Municipal Planning Grant					⑤			❷						
Objective 1.7: Maintain allowance of affordable housing density in the Planned Residential District	P&Z, AD	Midterm	N/A					⑤			❷						
Objective 1.8: Allow high density in major commercial areas and maintain the R-2 small lot single family zoning for affordable housing	P&Z	Ongoing	N/A					⑤			❷						
Objective 1.9: Compile rental registry and inspection program	P&Z	Long Term	N/A					⑤	⑥		❷			❺			
Objective 1.10: Consider zoning changes to encourage pocket parks and other public urban open space amenities.	P&Z	Short Term	N/A		②			⑤			❷						
Goal 2: Work with housing organizations to jointly create affordable housing and senior housing.	P&Z, AD	Ongoing	Planning Budget					⑤			❷						
Goal 3: Continue to provide areas for special needs housing	P&Z	Ongoing	N/A					⑤			❷			❺			❽
Goal 4: Encourage property owners to retain the historic integrity of buildings	P&Z	Ongoing	N/A			③		⑤			❷						
Transportation																	
Goal 1: To support the completion of the Circumferential Highway.								⑤			❷						
Objective 1.1: Provide alternate routes for non-destination traffic	AD, PW, P&Z	Ongoing	State Funding, Capital Budget					⑤			❷						
Objective 1.2: Do not support capacity increases on state highways in the Village that involve additional vehicle lanes	AD, PW, P&Z	Ongoing	N/A					⑤			❷						

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Table 14: Implementation Schedule

Objective 1.3: Emphasize local access, public transit, bicycle facilities, pedestrian safety and access, and aesthetics in future streetscape projects	AD, PW, P&Z	Ongoing	N/A		②			⑤	⑥		❷						
Objective 1.4: Reduce idling at the Five Corners by closing off a short section of Main Street to create a crossroads intersection	AD, PW, P&Z	Long Term	State Funding, Capital Budget					⑤			❷						
Objective 1.5: Redirect Route 15 to Susie Wilson Road and Route 289 to reduce non-destination traffic in the Village.	AD, PW, P&Z	Long Term	State Funding, Capital Budget					⑤	⑥		❷						
Goal 2: Monitor, evaluate and implement traffic management practices	P&Z, PW	Ongoing	N/A					⑤			❷						
Objective 2.1: Monitor annual traffic counts and accident data	P&Z, PW	Ongoing	N/A					⑤			❷						
Objective 2.2: Review all development proposals to minimize traffic and pedestrian safety concerns	P&Z, PW	Ongoing	N/A					⑤	⑥		❷						
Objective 2.3: Reduce the size and number of non-conforming curb cuts during development review	P&Z, PW	Ongoing	N/A					⑤	⑥		❷						
Objective 2.4: Encourage the use of shared parking lots and joint access	P&Z, PW	Ongoing	N/A					⑤			❷						
Objective 2.5: Monitor the timing and sequencing of all traffic lights to optimize traffic and pedestrian safety	PW	Ongoing	Public Works budget, CCMPO					⑤	⑥		❷						
Objective 2.6: Cooperate with adjoining communities to minimize traffic increase within the Village resulting from development beyond the Village limits.	AD, P&Z, PW	Ongoing	N/A					⑤			❷						
Objective 2.7: Avoid dead-end streets; connect new streets into the existing street network from at least two points	P&Z, PW	Ongoing	N/A			③		⑤			❷						
Objective 2.8: Request that neighboring communities require major development proposals to include traffic impact analysis at the Five Corners and that traffic analysis be submitted to the Village for review.	P&Z, PW	Ongoing	N/A					⑤			❷						

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Table 14: Implementation Schedule

Objective 2.9: Study and improve safety at high crash locations	P&Z, PW	Midterm	Planning Budget, Municipal Planning Grant, CCMPO					⑤	⑥		❷						
Objective 2.10: Implement Village Sidewalk Plan and Policy	P&Z, PW	Ongoing	Capital Budget, TIP, Enhancement grants		②			⑤			❷						
Goal 3: To facilitate the use of sidewalks as a viable transportation alternative.					②			⑤			❷						
Objective 3.1: Review development proposals for sidewalk efficiency	P&Z, PW	Ongoing	N/A		②			⑤			❷						
Objective 3.2: Consider alternative sidewalk standards based on location/usage	PW, P&Z	Ongoing	N/A		②			⑤			❷						
Objective 3.3: Encourage children to walk to school/enrollment in SR2S program	SC, PW	Ongoing	N/A		②			⑤			❷						
Objective 3.4: Utilize all traffic calming techniques and strategies available.	P&Z, PW	Ongoing	N/A		②			⑤	⑥		❷						
Goal 4: Review and implement parking strategies consistent with other planning purposes.								⑤			❷						
Objective 4.1: Encourage quality site design and landscaping for parking lots	P&Z, PW	Ongoing	N/A					⑤			❷						
Objective 4.2: Encourage bus and pedestrian access to all parking lots	P&Z, PW	Ongoing	N/A					⑤			❷						
Objective 4.3: Develop long term parking strategies for the Village Center	PW, P&Z	Long Term	Planning Budget, Municipal Planning Grant, CCMPO, Capital Budget	①				⑤			❷						
Objective 4.4: Review parking requirements to allow for alternatives to on-site parking	P&Z, PW	Ongoing	N/A					⑤			❷						
Objective 4.5: Cooperate with surrounding communities to create commuter facilities	AD, PW	Ongoing	N/A					⑤			❷						
Objective 4.6: Encourage or require bicycle facilities at major activity centers	P&Z	Ongoing	N/A		②			⑤			❷						
Goal 5: Promote and implement strategies to encourage the use of bicycles as alternate transportation modes.					②			⑤			❷						

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Table 14: Implementation Schedule

Objective 5.1: Consider bicycle access in new developments	P&Z, PW	Ongoing	N/A		②			⑤			❷						
Objective 5.2: Consider the construction or signage of bicycle lanes in street projects	AD, P&Z, PW	Ongoing	N/A		②			⑤	⑥		❷						
Objective 5.3: Pursue state and local funding for shared use paths and bicycle lanes	AD, PW, P&Z	Ongoing	Enhancment grants, TIP, federal earmarks		②			⑤			❷						
Objective 5.4: Include shared use paths in capital budget	AD, PW	Ongoing	Capital Budget		②			⑤			❷						
Objective 5.5: Utilize Bike-Walk Advisory Committee to recommend projects, pursue funding sources and conduct bike/ped education to encourage safety and visibility.	AD	Long Term	N/A		②			⑤			❷						
Objective 5.6: Encourage donations for implementation of shared use paths	AD, P&Z	Ongoing	N/A		②			⑤			❷						
Goal 6: To encourage increased usage of the public transportation system.							④	⑤			❷						
Objective 6.1: Cooperate with CCTA to increase access to bus routes including higher frequencies during peak hours	AD	Ongoing	N/A					⑤			❷						
Objective 6.2: Encourage the use of bus turn offs and shelters on major streets	P&Z, AD, PW	Ongoing	N/A					⑤			❷						
Objective 6.3: Encourage alternatives to the property tax for funding public transportation	AD	Ongoing	N/A					⑤			❷					❼	
Objective 6.4: Cooperate with CCTA to provide education on the benefits of public transportation	P&Z	Ongoing	Planning Budget, CCTA				④	⑤			❷						
Objective 6.5: Continue to support elders and disabled transportation programs	AD	Ongoing	N/A					⑤			❷						❽
Goal 7: Cooperate with the State of Vermont to locate air quality monitors at the Five Corners.					②			⑤			❷						
Objective 7.1: Require state/federal air quality permits as prerequisite to local permits	AD, P&Z	Ongoing	N/A					⑤			❷						
Objective 7.2: Ensure uniform enforcement air quality standards	AD, P&Z, PW	Ongoing	N/A					⑤			❷						

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Table 14: Implementation Schedule

Goal 8: Cooperate with state and and regional to develop commuter and international passenger rail				①				⑤			❷						
Objective 8.1: Appropriate upgrades to the existing station and the surrounding areas to meet future needs.	AD, P&Z, PW	Ongoing	N/A														
Land Use																	
Goal 1: Provide sufficient locations within the Village to accommodate a variety of land uses								⑤			❷						
Objective 1.1: Redefine zoning district boundaries in Village Center to address differences in land use patterns	P&Z	Ongoing	N/A					⑤			❷						
Objective 1.2: Encourage the development of a variety of residential units in the Village Center and Pearl Street Districts.	P&Z	Ongoing	N/A	①				⑤			❷						
Objective 1.3: Study the purchase of key properties in the Village Center for public use	AD, P&Z	Long Term	Planning Budget, Land Acquisition Fund, Economic Development Fund					⑤			❷						
Goal 2: Promote responsible residential growth and encourage the growth and maintenance of quality residential areas.				①				⑤			❷						
Objective 2.1: Preserve open space/agricultural land	AD, P&Z	Long Term	Land Acquisition Fund		②								4				
Goal 3: Mitigate negative impacts of contiguous but different land uses	P&Z	Ongoing	N/A					⑤			❷						
Goal 4: Ensure quality land planning and site design in new commercial/industrial development in a manner compatible with surrounding architecture.	P&Z	Ongoing	N/A					⑤			❷						
Goal 5: Coordinate land use decisions with public infrastructure needs	P&Z	Ongoing	N/A					⑤			❷						
Goal 6: Encourage innovative development while maintaining the existing urban character of the Village.								⑤			❷						
Objective 6.1: Consider overlay districts, design review and development agreements as a means to achieve innovative development	P&Z	Ongoing	Planning Budget, Municipal Planning Grant, TIF District					⑤			❷					7	

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Objective 6.2: Include visuals within the LDC to make standards clear for developers and residents. Engage the public in development of these visuals to gain consensus on design standards.	P&Z, AD	Midterm	Municipal Planning Grant/Planning Budget			③	④	⑤			❷						
Objective 6.3: Promote use of the Village Center Designation benefits	P&Z	Ongoing	N/A					⑤			❷						
Goal 7: Coordinate development review with adjoining communities	P&Z	Ongoing	N/A					⑤			❷						
Objective 7.1: Initiate communication with surrounding communities to discuss development impacts on land use and planned compatibility.	P&Z	Ongoing	N/A					⑤			❷						
Goal 8: Coordinate needed public improvements with development review	P&Z, PW	Ongoing	N/A					⑤			❷						
Goal 9: Prevent development on lands that are environmentally unsuitable	P&Z, WQ	Ongoing	N/A					⑤			❷	❸	❹				
Goal 10: Design new streets to limit the length and site grading; when possible connect new streets through to existing streets to develop a grid pattern.	P&Z, PW	Ongoing	N/A					⑤			❷						
Goal 11: Place a high priority in development review on pedestrian and vehicular access and safety	P&Z, PW	Ongoing	N/A					⑤	⑥		❷						
Goal 12: Protect and enhance sensitive and important areas.	P&Z, PW	Ongoing	N/A					⑤			❷	❸	❹				
Objective 12.1: Consider design review on main corridors upon approach to the Village Center	P&Z	Midterm	Planning Budget, Municipal Planning Grant					⑤			❷						
Objective 12.2: Analyze and prioritize historic resources to determine which sites and structures should be preserved	P&Z	Midterm	Planning Budget, Municipal Planning Grant					⑤			❷						
Objective 12.3: Consider zoning changes to preserve historic structures	P&Z	Midterm	Planning Budget, Municipal Planning Grant					⑤			❷						

Heart & Soul Values:
1. *Local Economy:* Our residents contribute to a vibrant economy by working for and patronizing a diverse mix of businesses, from small, locally-owned enterprises to international corporations. We are committed to fostering an environment that produces a world class workforce and a strong economy for years to come.

Departments: AD - Administration; PZ Planning Zoning; CL - Clerk; PW - Public Works; WQ - Water Quality; LB - Library; FN - Finance; RC - Recreation; SC - Schools; ALL - All Departments
Table 14: Implementation Schedule

2. *Health & Recreation:* We value public places for outdoor and indoor recreation for all ages and abilities. We treasure Indian Brook reservoir, neighborhood parks and the chance to connect by bicycle or on foot. Community institutions provide education and programs to support healthy lifestyles.
Community Connections: Our deep connections with each other make Essex special. Neighbors help each other during good times and bad. We value diversity and welcome everyone. We build our sense of community at local events such as the Memorial Day Parade, Five Corners Farmers Market, and Winter Carnival. Our local
3. *Education:* Essex invests time, energy, and resources to ensure that our highly respected schools meet the needs of everyone in the community. We are proud to support learning that extends beyond the traditional classroom and includes the arts, athletics, and vocational instruction. Community programs, and libraries offer diverse and affordable opportunities that prepare residents of all ages for lifelong learning and for work in an evolving economy.
4. *Thoughtful Growth:* We value wide-open spaces and tight-knit neighborhoods, rural roads and vibrant downtown streets. Essex is a place where we can enjoy a beautiful view, walk in the woods and go out to eat without ever leaving town. We support a diverse housing mix, opportunities for business development and a transportation system with a variety of options including a connected network of walking and biking routes.
5. *Safety:* Essex is a safe place where neighbors watch out for one another. We value an active, visible police force and strong fire and rescue services. Upgrades to our physical infrastructure will allow us to move about our community with comfort and security.

ECOS Strategies:

Strategy 1 : Improve and strengthen the economic systems of our region to increase opportunities for Vermont employers and employees.

Strategy 2 : Strive for 80% of new development in areas planned for growth, which amounts to 15% of our land area.

Strategy 3 : Improve the safety, water quality, and habitat of our rivers, streams, wetlands and lakes in each watershed.

Strategy 4 : Increase investment in and decrease subdivision of working lands and significant habitats, and support local food systems.

Strategy 5 : Increase opportunity for every person in our community to achieve optimal health and personal safety.

Strategy 6 : Equip our residents with the education and skills that they need to thrive.

Strategy 7 : Develop financing and governance systems to make the most efficient use of taxpayer dollars and reduce costs.

Strategy 8 : Ensure that the projects and actions in all ECOS strategies assess equity impacts, and that the design and development of programs are inclusive of all and engage underrepresented populations.

Departments: AD - Administration; PZ Planning Zoning; CL - Clerk; PW - Public Works; WQ - Water Quality; LB - Library; FN - Finance; RC - Recreation; SC - Schools; ALL - All Departments
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Appendix A - Historic Resources

Historic Inventories	Criteria for Inclusion	Protections	Benefits	Sites in Essex Junction*
Vermont Historic Sites and Structures Survey	Identifies and documents historic properties and sites yielding or likely to yield archeological and anthropological information	None	If in a State Village Center designation owners renovating historic buildings are eligible for tax benefits.	The 1984 inventory includes 12 districts, and 2 complexes (Whitcomb Farm and the Champlain Valley Fair) - and 205 buildings within them. The inventory then lists 71 buildings (some within the group of 205), for a total of 244 (or 243) historic sites.
State Register of Historic Places	The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: a. That are associated with events that have made a significant contribution to the broad patterns of our history; or b. That are associated with the lives of persons significant in our past; or c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or d. That have yielded, or may be likely to yield, information important in prehistory or history.	Being listed does not, in itself, impose any obligation on the property owner, or restrict the owner's basic right to use and dispose of the property as he or she sees fit. Though, under Act 250 review, listed sites are presumed to meet the definition of "historic site" under Criterion 8 for review of development applications and are thus considered in the decision of whether to issue a permit.	If in a State Village Center designation owners renovating historic buildings are eligible for tax benefits.	Downtown Essex Junction Commercial Historic District. More research is needed to determine if there are more districts listed.
National Register of Historic Places		Being listed does not, in itself, impose any obligation on the property owner, or restrict the owner's basic right to use and dispose of the property as he or she sees fit. Though the designation offers some protection from federally funded, licensed, or permitted projects that would harm them. However, it does not restrict what an owner may do to his property, including tearing it down.	Properties eligible for federal and state tax credits	Downtown Essex Junction Commercial Historic District. More research is needed to determine if there are more districts listed.
Vermont Archeological Inventory	Preliminary information about the potential locations of prehistoric Native American archeological sites.	Development projects that are subject to Act 250 or recipients of federal funding are required to address the developmen project's impact on archeological resources.		More research is needed to determine where these sites are located.

* While the State and National Registries are being digitized and brought on line there is some discrepancy in the data regarding what sites/structures are listed.

Local Historic Preservation Programs that provide for benefits and authorize local protection of historic buildings:
1. Local Historic Preservation Commissions: Can encourage preservation activities through education, advice and/or regulation. One type is a Local Certified Government which is set up as a partnership with the state's Division for Historic
2. Design Control District: A zoning overlay district that creates planning and design criteria to protect historic or other valued resources in a designated area.
3. Local Historic District (or Design Review District): an ordinance that specifies certain design review criteria and a commission to review projects.

Source of Information: *Vermont Land Use Planning and Implementation Manual* , April 2007. Topic Paper 11: Historic Preservation. Vermont Land Use Education & Traning Collaborative
Other information:
http://accd.vermont.gov/strong_communities/preservation/resources/state_register
http://accd.vermont.gov/strong_communities/preservation/resources/national_register
http://accd.vermont.gov/strong_communities/preservation/resources/state_register/criteria

Map 2 Vermont Historic Sites and Structures Survey - Cross Reference Information:				
Districts	**Vermont Historic Sites and Structures Survey Site #**	**Building Numbers within Each District (Map #)**		
School Street-Park Terrace Historic District	0405-39	68, 81, 86, 94, 97, 95, 88, 84, 72, 78, 83, 74		
Pearl Street Historic District	0405-40	171, 163, 155, 151, 142, 132, 128, 122, 98, 101, 102, 109, 116, 120, 129		
School Street Historic District	0405-41	140, 152, 164, 167, 176		
Lincoln Street Historic District	0405-42	106, 144, 150, 154, 161, 169, 177, 200, 206, 212, 216, 222, 228, 219, 201, 187, 182		
Commercial Center Historic District	0405-43	162, 159, 156, 148, 139, 126, 114, 108, 119		
Central Street Historic District	0405-44	191, 185, 188, 192, 195, 199, 203, 184, 194, 186, 196, 202		
Main Street Neighborhood Historic District	0405-45	178, 190, 193, 197, 205, 208, 204, 198, 189, 183, 179, 172, 165, 158, 146, 138		

Pleasant Street Historic District	0405-46	181, 175, 166, 157, 170, 149, 143, 137, 125, 107, 100, 90, 89, 124, 133, 113, 118, 130, 134, 141, 147, 153, 168, 174		
Church Street Historic District	0405-47	145, 135, 131, 123, 117, 115, 112, 103, 93, 87, 82, 73, 79, 85, 91, 104, 111, 121, 136		
Oak Street Historic District	0405-48	59, 65, 71, 75, 63, 58, 52		
Maple Street Historic District	0405-49	77, 76, 70, 69, 67, 64, 62, 57, 53, 49, 45, 41, 37, 33, 32, 31, 28, 26, 22, 27, 34, 38, 43, 44, 47, 50, 54, 60		
Park Street Historic District	0405-50	1, 3, 4, 5, 6, 2		
Whitcomb Farm Complex	0405-51	29, 48, 56, 61, 51		
Champlain Valley Fair Grounds Complex	0405-52	242		
Other Buildings	**Vermont Historic Sites and Structures Survey Site #**	**Map Reference #**	**Notes made on the survey over the years**	
Magee House, 86 Pearl St	0405-53	224		
88 Pearl St	0405-54	227		
5 Roscoe Ct	0405-55	210		
7 Roscoe Ct	0405-56	207		
Wilson House, 12 Hillcrest Road	0405-57	226		
Morris House, 3 Prospect St	0405-58	217		
Johnson House, 5 Prospect St	0405-59	218		
6-8 Prospect St	0405-60	211		
10-12 Prospect St	0405-61	214		
O'Grady House, 16 Prospect St	0405-62	221		
Jenkins House, 22 Prospect St	0405-63	230		
Essex Junction Graded School, Prospect St	0405-64	234		
17 Grove St	0405-65	213		
19 Grove St	0405-66	215		
29 Grove St	0405-67	220		
McGinnis House, 30 Grove St	0405-68	225		
Farley House, 37 Grove St	0405-69	236		
10 North St	0405-70	223		
Wayne-Blanchard House, 11 North St	0405-71	229		
Remington House, 15 North St	0405-72	233		
Culver-Newell House, 16 North St	0405-73	231		
Villamil House, 18 North St	0405-74	232		
Blanchette House, 28 North St	0405-75	237		
38-40 North St	0405-76	239		
43 Central St	0405-77	209		
Lincoln Hall, 1 Pearl St	0405-78	110		
Kolvord, Olson, Wilson Law Offices, 3 Main St	0405-79	96	demolished	
H.K. Drury House, 88 Main St	0405-80	238		
Williamson House, 116 Main St	0405-81	241		
Gregory House, 121 Main St	0405-82	240		
140 Main St	0405-83	243		
The Brickyard Offices, 15 Brickyard Rd	0405-84	235		
Accent Travel Agency, 2-4 Railroad St	0405-85	127		
12 Railroad St	0405-86	105		
14 Railroad St	0405-87	99		

Guilfoy Medical Office, 16 Railroad St	0405-88	92		
Park Street School, 21 Park St	0405-89	55		
Bartlett House, 40 Park St	0405-90	21		
50 Park St	0405-91	15		
Discovery Museum, 51 Park St	0405-92	18		
Prabhu House, 52 Park St	0405-93	14		
57 Park St	0405-94	13		
56-58 Park St	0405-95	11		
59 Park St	0405-96	12		
67 Park St	0405-97	8		
Johnson House, 2 South St	0405-98	7		
Driscoll House, 9 South St	0405-99	9		
Menior House, 11 South St	0405-100	10		
Trombley House, 60 South St	0405-101	16		
Whitcomb Property, 77 Cascade St	0405-102	244		
Stevens House, 3 Elm St	0405-103	46		
Blanchette House, 6-8 Elm St	0405-104	39		
Warehouse, 11 Maple St	0405-105	40	Set way back from Maple	
Vermont Maple Orchards, Inc. 1 Jackson St	0405-106	24	Flexible Seal	
Railroad Warehouse	0405-107		Bldg is gone, not mapped	
Emery House, 22 Jackson St	0405-108	23		
Bechtel House, 27 Jackson St	0405-109	19		
Sourdiff House, 33 Jackson St	0405-110	17		
LeClair House, 3 Grant St	0405-111	30		
Bosic House, 4 Grant St	0405-112	25		
Lawrence House, 10 Grant St	0405-113	20		
Corbin House, 2 Arlington St	0405-114	180		
4 Arlington St	0405-115	173		
5 Arlington St	0405-116	160		
6 Mansfield Ave	0405-117	36		
Mason House, 8 Mansfield Ave	0405-118	42		
O'Brien House, 15 Mansfield Ave	0405-119	35		
McGuire House, 29 Mansfield Ave	0405-120	66		
5 Waverly St	0405-121	80		

Appendix B
Underground Storage Tanks in Essex Junction

Facility ID#	Hazardous Sites	Facility Name	Facility Address
102		Abrams' Sunoco	142 Pearl Street
222	900593	Fairgrounds Beverage	99 Pearl Street
384		Robinson's Inc.	Park Street
385		Sunoco Gasoline Station	16 Maple Street
411	931476	Agway/McEwing Fuels	134 Main Street
565		Champlain Farms Gulf	56 Pearl Street
856		Stannard Residence	5 Warner Avenue
922	900573	Essex Junction Public Works Garage	11 Jackson Street
1166	770012	IBM Corporation	1000 River Street
1122		Keenan Residence	1 Maplewood Lane
1223		Dietzel Office	6 Hillcrest Road
1226		Reed Residence	11 Maplewood Lane
1228		Triangle Auto Body	7 River Street
1233		Hamel Residence	4 Warner Avenue
1249		Dietrich Residence	2 Upland Road
1258		Seiple Residence	15 Upland Road
1301		McIntyre Residence	6 Woods End Drive
1760		VT State Tree Nursery	111 West Street
1905	961961	Simon's Five Corner Store	2 Park Street
1996		Essex Community Education Center	2 Educational Drive
2687		Winston Prouty Federal Building	11 Lincoln Street
8783536		Sunoco Gasoline Station	30 Main Street
8784309		Dave Whitcomb's Service Center	45 Lincoln Street
8785745		First Congregational Church	39 Main Street
8799559		Corner Gas Store	141 Pearl Street

Source: Underground Storage Tank Program
Waste Management Division
Vermont Department of Environmental Conservation

Appendix C
Maps

Map 1: Natural Resources
Map 2: Historic Resources
Map 3: Recreational Facilities/Open Space
Map 4: Transportation
Map 5: Community Facilities
Map 6: Non-Motorized Transportation
Map 7: Wastewater Distribution System
Map 8: Water Distribution System
Map 9: Existing Lane Use
Map 10: Future Land Use
Map 11: Flood Hazard Areas

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Map 1: Natural Resources Essex Junction

2014 Village Plan

Legend

- Vermont Significant Wetlands Inventory
- Rare, Threatened, Endangered Species & Natural Communities
- Contiguous Habitat

Fluvial Erosion Hazard Sensitivity Rating

- Very Low
- Moderate
- High
- Very High
- Extreme

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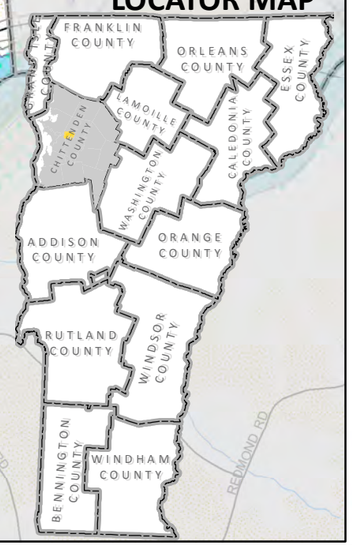
- Special Flood Hazard Area (100 yr flood)
- .2 % annual chance flood hazard (500 yr flood)
- Primary Agricultural Soil
- Stream Centerline
- Water Body

0 0.25 0.5 Mile

LOCATOR MAP



Source:
VSWI - 2010; FEMA DFIRM - July, 2011; RTE - April, 2013
Contiguous Habitat - Arrowwood Environmental, Essex Open Space
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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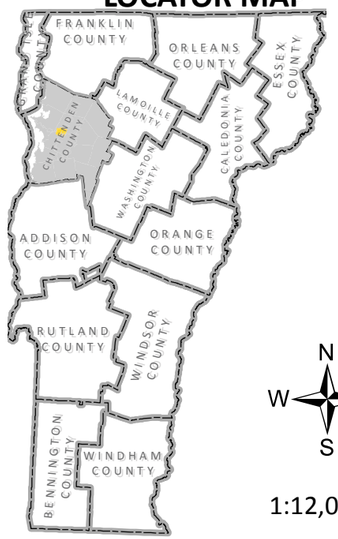
Map 2: Historic Sites and Districts Essex Junction

2014 Village Plan

Legend

- Historic Site
- Historic District

LOCATOR MAP



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0 0.25 0.5 Mile

Source:
Historic Sites & Districts - developed by CCRPC, updated 2005
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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Map 3: Recreation Facilities & Open Space Essex Junction

2014 Village Plan

Legend

- Public Passive Open Space
- Neighborhood Park
- School Park
- Regional Recreation Facility
- Community Park
- Community Garden

Neighborhood Park Service Area

- 1/3 Mile

Community Park Service Area

- 1.5 Mile
- Stream Centerline
- Water Body
- Road Centerline
- Railroad
- 2013 Tax Parcel Boundary

N W E S

0 0.25 0.5 Mile

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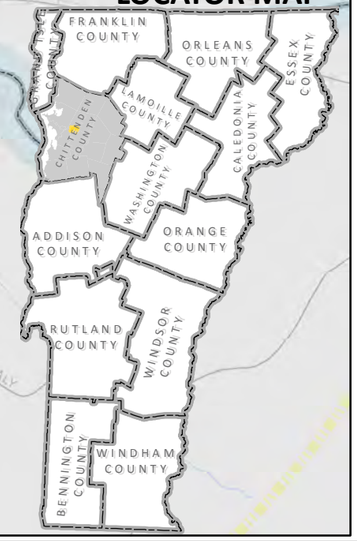
1. Albert D. Lawton
2. Cascade Park
3. Champlain Valley Exposition
4. Essex High School
5. Fleming School
6. Fairview Farms
7. Hiawatha School
8. Maple Street Park
9. Meyers Park (Essex Town)
10. Pearl Street Park (Essex Town)
11. Stevens Park
12. Summit School
13. Tree Farm
14. West St. Complex (State of VT) & Dog Park
15. Whitcomb Heights

LOCATOR MAP



Source:
Rec Properties - CCRPC, 2007
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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Map 4: Transportation Essex Junction

2014 Village Plan

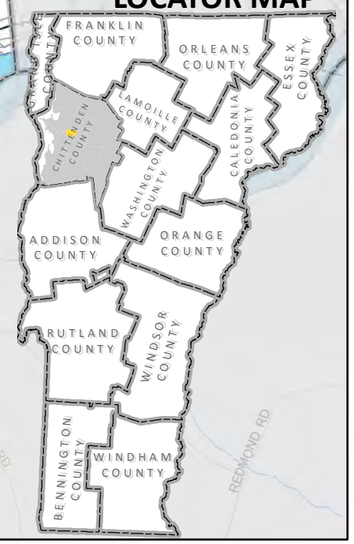
Legend

- Train Station
- Bus Stop
- Bus Stop with Shelter
- CCTA Bus Routes
- Principal Arterial (3.6 Miles)
- Minor Arterial (1.6 Miles)
- Urban Collector (1.4 Miles)
- Local or Private (31.6 Miles)
- Railroad
- High Crash Location
- 2013 Tax Parcel Boundary
- Stream Centerline
- Water Body

1:15,000

0 0.25 0.5 Mile

LOCATOR MAP



Source:
Road Centerline - e911, 7/2013 & 2013 Functional Class data
Parcels - Town of Essex, 2013
High Crash Locations - 2006 - 2010 VTrans data
Bus Route data - CCTA, 2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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DRAFT Map 5: Community Facilities Essex Junction

2014 Village Plan

Legend

- Municipal Office
- Fire/Rescue
- Police Department
- Post Office
- Library
- Fairgrounds
- Public Works
- WTP Wastewater Treatment Plant
- Elementary/Middle School
- High School
- Childcare
- Road Centerline
- Railroad
- Stream Centerline
- Water Body
- 2013 Tax Parcel Boundary

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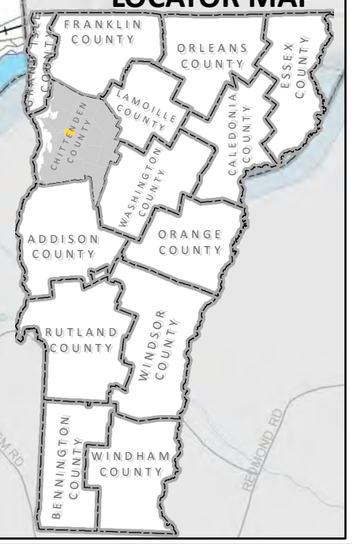
LOCATOR MAP



Source:
Childcare - updated by CCRPC using Childcare Resources info, 5/2014.
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

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DRAFT Map 6: Non-Motorized Transportation Essex Junction

2014 Village Plan

Legend

- Sidewalk
- Shared Use Path
- Proposed Sidewalk
- Proposed Shared Use Path
- On-Road Bike Facility
- Road Centerline
- Railroad
- Stream Centerline
- Water Body
- 2013 Tax Parcel Boundary

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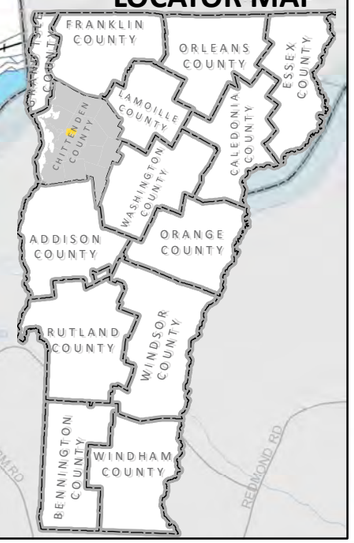
LOCATOR MAP



Source:
Sidewalk - CCRPC, 2013
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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DRAFT Map 7: Wastewater Distribution System Essex Junction

2014 Village Plan

Legend

- WTP — Wastewater Treatment Plant
- Pump Station

Wastewater Pipe (Labeled w/Flow Direction)

- Municipally Owned
- Privately Owned
- Road Centerline
- Railroad
- Stream Centerline
- Water Body
- 2013 Tax Parcel Boundary

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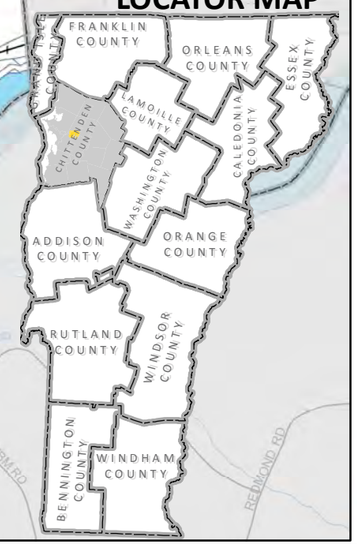
LOCATOR MAP



Source:
Wastewater - updated 5/2014 by CCRPC
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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DRAFT Map 8: Water Distribution System Essex Junction

2014 Village Plan

Legend

- Hydrant
- Meter Vault
- Pump Station
- Reducer
- Valve
- Champlain Water District Water Line
- Municipal Water LIne
- Private Water Line
- Road Centerline
- Railroad
- Stream Centerline
- Water Body
- 2013 Tax Parcel Boundary

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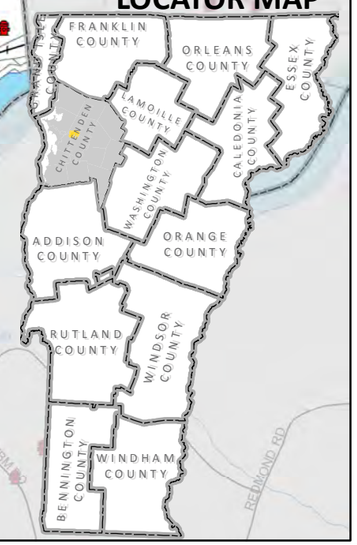
LOCATOR MAP



Source:
water system - CCRPC, 2007; Hydrant locations - e911, 7/2013
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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Map 9: Existing Land Use Essex Junction

2014 Village Plan

Legend

- Designated Village Center
- Vermont Neighborhood Designation

Primary Land Use Activity*

- Residential activities
- Shopping, business or trade activities
- Industrial, manufacturing, and waste-related activities
- Social, institutional, or infrastructure-related activities
- Travel or movement activities
- Mass assembly of people
- Leisure activities
- Natural resource-related activities

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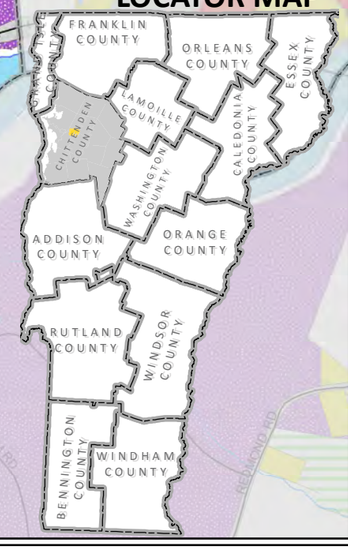
***APA Land-Based Classification System - Activity Dimension**

Activity refers to the actual use of the land based on its observable characteristics. It describes what actually takesplace in physical or observable terms (e.g.,, farming, shopping, manufacturing, vehicular movement, etc.). And office activity, for example, refers only to the physical activity on the premises, which could apply equally to a law firm, a nonprofit institution, a court house, a corporate office, or any other office use. Similarly, residential uses in single-family dwellings, multi-family structures, manufactured houses, or any other type of building, would all be classified as residential activity.

LOCATOR MAP



Source:
Existing Land Use - Minor update by CCRPC, 5/2014
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
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DRAFT Map 10: Future Land Use Essex Junction

2014 Village Plan

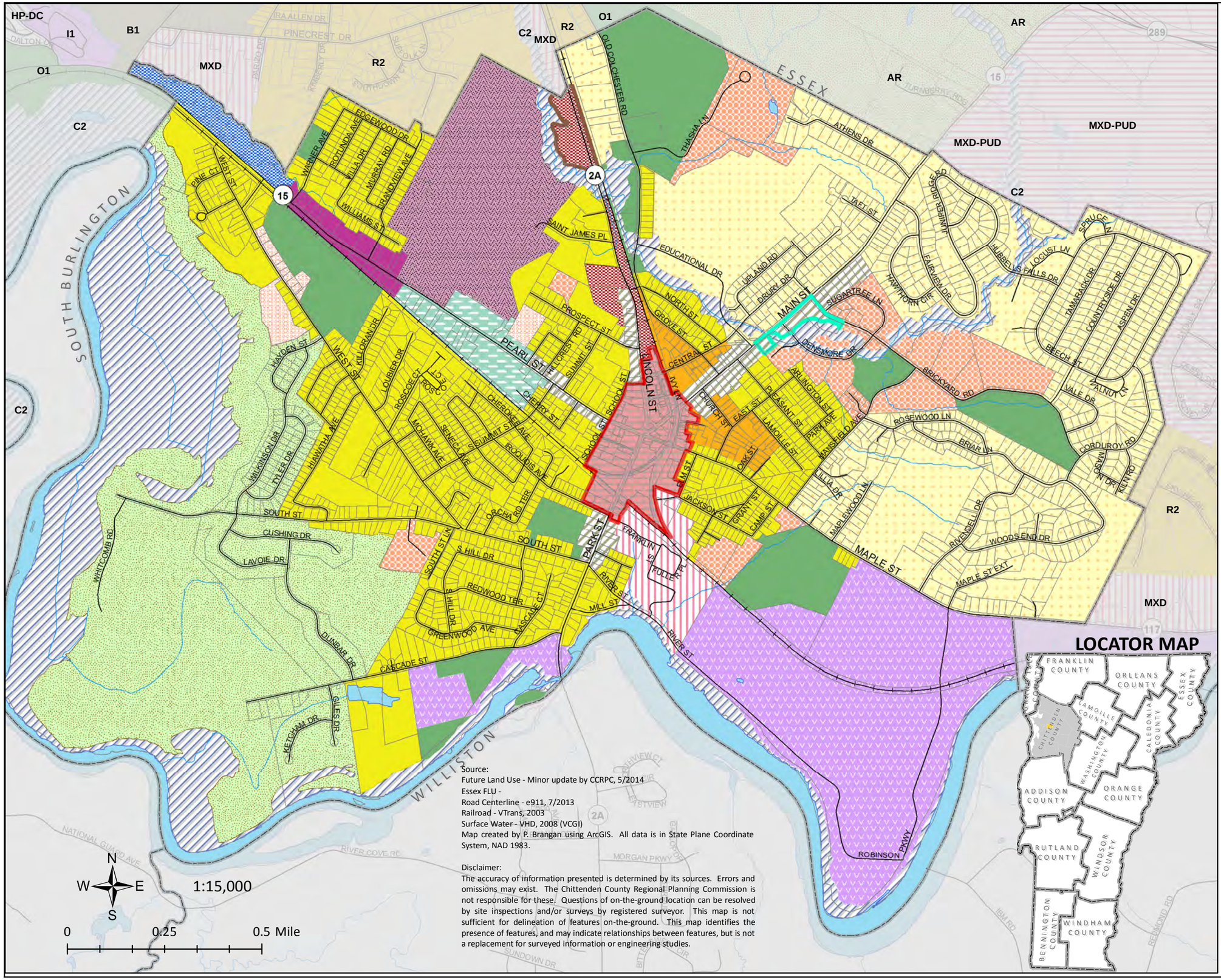
Legend

Future Land Use

- Residential 1
- Residential 2
- Multi-Family Residential 1
- Multi-Family Residential 2
- Multi-Family Residential 3
- Multi-Family/Mixed Use 1
- Multi-Family/Mixed Use 2
- Village Center
- Transit Oriented Development
- Residential-Office
- Mixed Commercial Use
- Highway-Arterial
- Light Industrial
- Planned Exposition
- Planned Agriculture
- Open Space
- Floodplain
- Designated Village Center
- North Lincoln Overlay District
- Professional Office Overlay

Essex Future Land Use

- Agriculture - Residential (AR)
- Floodplain (C2)
- Industrial (I1)
- Medium Density Residential (R2)
- Mixed Use (MXD)
- Mixed Use - PUD (MXD_PUD)
- Open Recreation (O1)
- Retail - Business (B1)



Source:
Future Land Use - Minor update by CCRPC, 5/2014
Essex FLU -
Road Centerline - e911, 7/2013
Railroad - VTrans, 2003
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by site inspections and/or surveys by registered surveyor. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

LOCATOR MAP

CHITTENDEN COUNTY RPC
Communities Planning Together

5/21/2014

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DRAFT Map 11: Flood Hazard Areas Essex Junction

2014 Village Plan

Legend

Structures/Infrastructure within Special Flood Hazard Area

- Residential Structure
- Commercial/Industrial Structure
- Critical Facility
- Culvert
- Bridge
- Road
- Special Flood Hazard Area (100 yr flood)
- .2 % annual chance flood hazard (500 yr flood)
- Road Centerline
- Railroad
- Stream Centerline
- Water Body

N W E S

1:15,000

0 0.25 0.5 Mile

Source:
Structures in floodplain - e911, VID, Vtculverts
Surface Water - VHD, 2008 (VCGI)
Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by site inspections and/or surveys by registered surveyor. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

CHITTENDEN COUNTY RPC
Communities Planning Together

5/21/2014

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LOCATOR MAP

Green Meadows Apartments, LLC

1205 North Avenue

Burlington, VT 05408

June 23, 2014

RECEIVED

JUN 25 2014

Village of Essex Junction

Clerk
Village of Essex Junction
2 Lincoln Street
Essex Junction, VT 05452

Notice of Appeal
School Impact Fee

Ladies and Gentlemen:

Green Meadows Apartments, LLC (the "appellant") hereby appeals, pursuant to Section 8 (A) of the Village's School Impact Fee Ordinance (the "Ordinance"), the imposition of the impact fee on account of its proposed the construction of 300 new apartments at 38 Thasha Drive following demolition of 112 existing apartments.

The existing 112 apartments are located in a total of 14 buildings. For many of these apartments, the tenants received rental subsidies. The mix of those apartments is as follows:

8 studio units
24 one-bedroom units
60 two- bedroom units
20 three- bedroom units

Those apartments generated 44 school age children during the school year just ended.

The proposed 300 units will be located in 10 buildings. All of the apartments will be rented at market rates; there will be no subsidized apartments. The mix of those apartments is as follows:

0 studio units
132 one-bedroom units
168 two-bedroom units
0 three-bedroom units

Section 6 (B) of the Ordinance contemplates that the impact fee for redevelopment of any existing use "which may reasonably be likely to lead to an increase in the number of students in the elementary school" should be limited to the "likely net positive increase in the number of dwelling units in the development as compared to the previous case."

The Administrative Officer has determined that the impact fee should be applied to all of the 300 new apartments. That determination is belied by reality and statistical analysis performed by the Vermont Housing Finance Agency.

The basis for the appeal include the following:

1. No fee should be due for 132 one-bedroom apartments. VHFA's analysis concludes – logically - that no school-age children will occupy one-bedroom apartments. The ordinance does provide an exemption for units having less than two bedrooms but then imposes an irrational and arbitrary exception to the exemption for one-bedroom apartments containing more than 650 square feet.

There is no explained rationale for the calculation of the square footage exception. The one – bedroom apartments to be constructed will be 792 square feet. But, by the very nature, the number of bedrooms is only one per apartment.

The Chittenden Central Supervisory Union has agreed that proposed one-bedroom apartments will generate no children.

2. Statistical analysis concluded that most two-bedroom apartments in larger buildings are likely to be occupied by households without children. VHFA's study reported only 16 percent of two-bedroom apartments are occupied by children. That would translate to 26.88 children, compared to the 44 children enrolled in the school year just ended.

Section 6 (A) of the Ordinance calls for payment in 2014 of $2,308.78 per unit. For 300 apartments , that total is $692,634. Inasmuch as the number of children will drop from 44 to 28, there should be no impact fee payment at all.

Nonetheless, the appellant is prepared to compromise by offering to pay the fee for the 27 Children anticipated to reside in the 300 apartments. That would result in the amount due being $62,337.06 (27 X $2,308.78).

Please let us know the time and place of the hearing required by Section 8 (A) of the Ordinance.

Sincerely,

Green Meadows Apartments, LLC

By _____
Jeffrey Rubman, Member

Agenda Addition
New Business b.

The economic engine of Vermont.

MEMORANDUM

TO: Village Trustees and Pat Scheidel, Municipal Manager
FROM: Robin Pierce, Community Development Director
DATE: July 8, 2014
SUBJECT: Green Meadows Apartments, LLC. Educational Facilities Impact Fee Waiver Request

Issue

The issue is whether or not the Trustees waive the requested Educational Facilities Impact Fee requested by Dr. Jeffrey Rudman on behalf of Green Meadow Apartments, LLC, for the construction of three hundred (300) units at Autumn Pond. See attached letter and Section 8 of the Educational Facilities Impact Fee Ordinance.

Discussion

In order to construct the 300 new apartments the Company is demolishing 112 apartments. It is Staffs' understanding that no School Impact fees were assessed when the original apartments that are to be demolished were constructed.

In his Letter Dr. Rubman stated that the current apartments generated 44 school age children. The current apartments are a mix of 8 studios, 24 one bedroom, 60 two bedroom, and 20 three bedroom. The new apartments will be a mix of 132 one bedroom and 168 two bedroom. Dr. Rubman feels that the number of school age children on the property will drop from the current 44 to 28. Therefore he feels there should be no impact fee due.

In previous request in June 2012 the waiver of School Impact Fees was not granted by the Trustees.

Cost

In the spirit of compromise Dr. Rubman has offered to pay the School Impact Fee for 27 school age children, which would equate to $62,337.06. Currently the Code demands that a School Impact Fee of $692,634 should be paid for the 300 new units based on the size of the units: Any residential unit over 650 square foot is accessed a School Impact Fee of $2,308.78.

Recommendation

The Trustees' options are 1.) Require full payment of the School Impact Fee at the time the zoning permit is applied for; 2.) Authorize a payment plan over a set period of time; 3.) Waive the fees and collect for the 27 school age children offered by the Dr. Rubman.

VILLAGE OF ESSEX JUNCTION

EDUCATIONAL FACILITIES IMPACT FEE ORDINANCE

Be it ordained by the Board of Trustees of the Village of Essex Junction, Chittenden County, Vermont:

Section 1. Purpose.

A. This Educational Facilities Impact Fee Ordinance is enacted for the purpose of raising revenue to pay for the cost of making capital improvements to the primary schools of the Essex Junction School District (the "Improvements"). These recently completed Improvements have substantially expanded the capacity of these facilities, making possible the accommodation of additional students. It is the intent of this Ordinance that those who benefit from the use of this newly created capacity should pay an appropriate portion of the cost of this construction.

Section 2. Authority.

A. This ordinance is enacted pursuant to 24 V.S.A. Chapter 131. This ordinance shall be a criminal ordinance within the meaning of 24 V.S.A. Chapter 59.

Section 3. Legislative Findings.

The Board of Trustee of the Village of Essex Junction, Chittenden County, Vermont, finds, determines and declares that:

A. The Improvements have been required to expand its educational facilities in order to maintain the existing level of service and the objectives defined in the Essex Junction School District Capital Plan if new development is to be accommodated; This must be done in order to promote and protect the public health, safety and welfare.

B. The improvements, their projected expenses, the method of financing, the recommended time schedule, the estimated annual costs of operation and maintenance and the necessity for these improvements have been incorporated in the Essex Junction School District Capital Plan adopted by the Prudential Committee of the Village of Essex Junction and the Board of Trustees for purposes of this Impact Fee Ordinance pursuant to Chapter 117 of Title 24, Vermont Statutes Annotated;

C. The imposition of impact fees is a fair method of ensuring that future development bears a proportionate share of the costs of the Improvements benefiting such development. This must be done in order to promote and protect the public health, safety and welfare;

D. The fees established in this ordinance are derived from, are based upon, and do not exceed the projected costs of financing the Improvements to the extend that these improvements benefit new development;

E. The development of Residential Dwelling units may reasonably be expected to place additional students in the elementary schools of the Essex Junction School District;

F. The recipients of permits for the development of Residential Dwelling Units will benefit from the Improvements;

G. The report entitled "Technical Memorandum: Determination of School Impact Fees, Essex Junction, Vermont," dated March 7, 1997, sets forth a reasonable method for determining the benefits received from the Improvements by the developers of new Residential Dwelling Units attributable to the continued maintenance of the existing level of service and the achievement of the objectives of the Essex Junction School District's Capital Plan and the allocating of an appropriate share of the costs of creating these benefits.

H. Exemptions:

a. Residential units that have less than two bedrooms and are less than 650 square feet shall be exempt from the school impact fee. Appeals of the decision of the administrative officer may be made to the Board of Trustees.
b. Dormitory uses shall be exempt from school impact fees
c. Congregate housing shall be exempt from the school impact fees.
d. Housing restricted to only residents 55 and older shall be exempt from school impact fees and shall be a condition of planning commission approval in order to be exempt from school impact fees.
e. The uses mentioned above shall be as approved by the village.

Section 4. Definitions

A. "Residential Dwelling Unit" shall mean a structure or portion thereof, constructed or used as living quarters for one family and which includes facilities for food preparation, sleeping and sanitation.

B. "Family" shall mean one or more persons occupying a dwelling and living as a single housekeeping unit. Family may include a group of not more than six (6) unrelated persons living as a single housekeeping unit or foster children living with one or more unrelated persons.

C. "Development" shall mean the carrying out of any building activity, the making

of any material change in the use or appearance of any structure or land, a change in the intensity of use of land, or the filling of land or the dividing of land into two or more parcels.

D. "Bedroom" shall mean a room intended for, or capable of, being used for sleeping and that is at least 70 square feet in area.

Section 5. Imposition of the Educational Facilities Impact Fee.

A. Any person who, after the effective date of this Ordinance, seeks to develop land within the Village of Essex Junction by obtaining: a residential zoning permit; a permit for the installation of a residential mobile home; an extension of a residential zoning permit issued prior to the effective date of this Ordinance; an extension of a permit for residential mobile home installation issued prior to the effective date of this Ordinance; a permit to make an improvement to land or building which may reasonably be expected to place additional students in the public schools of the Village of Essex Junction; is hereby required to pay an Educational Facilities Impact Fee in the manner and amount set forth in this ordinance;

B. No permit of the type described in the preceding paragraph shall be issued unless and until the required Educational Facilities Impact Fee has been paid. No extension of a pre-existing permit of the type described in the preceding paragraph whether the pre-existing permit was issued prior to or after the effective date of this Ordinance, shall be granted unless and until the Educational Facilities Impact Fee hereby required has been paid in the manner and amount set forth in this Ordinance.

Section 6. Computation of the Amount of the Educational Facilities Impact Fee.

A. The amount of the Impact Fee shall be determined by multiplying the number of dwelling units by the impact fee effective for the year in which the permit is issued according to the following table:

	Cumulative past tax credit/d.u.	Cumulative Future Tax Credit	Impact Fee: Cost – credits
1996	$3.12	$840.34	n/a
1997	$6.17	$776.43	$1,575.40
1998	$9.15	$714.48	$1,634.37
1999	$12.06	$654.49	$1,691.44
2000	$14.91	$596.49	$1,746.60
2001	$17.67	$540.96	$1,799.37
2002	$20.36	$487.86	$1,849.78

2003	$22.97	$437.15	$1,897.87
2004	$25.50	$388.80	$1,943.70
2005	$25.50	$342.00	$1,990.50
2006	$25.50	$296.79	$2,035.71
2007	$25.50	$253.20	$2,079.30
2008	$25.50	$211.26	$2,121.24
2009	$25.50	$171.00	$2,161.50
2010	$25.50	$132.45	$2,200.05
2011	$25.50	$103.19	$2,229.31
2012	$25.50	$75.31	$2,257.18
2013	$25.50	$48.82	$2,283.67
2014	$25.50	$23.72	$2,308.78
2015	$25.50	$ 0.00	$2,332.50

B. In the case of a change of use, redevelopment, expansion or modification of an existing use which requires the issuance of a permit or certificate by the Village of Essex Junction and which may reasonably be likely to lead to an increase in the number of students in the elementary school of the Essex Junction School District, the impact fee shall be based upon the Administrative Officer's determination of the likely net positive increase in the number of dwelling units in the development as compared to the previous use.

Section 7. Payment of Fee.

A. The fee payer shall pay the Educational Facilities Impact Fee required by this Ordinance to the Village Treasurer, who shall issue a receipt certifying payment for presentation to the Zoning Administrator or his/her designee (The Administrative Officer") prior to, and as a condition of, the issuance of a zoning permit.

Section 8. Administrative Appeal of the Impact Fee Assessed.

A. Any individual required to pay an impact fee imposed under this Ordinance may appeal the imposition of such fee by filing a written Notice of Appeal with the Village Clerk stating the basis of the Appellant's challenge of the fee within (ten) 10 days of payment of the fee or at any time prior to payment. Within sixty 60) days of the receipt of the Notice of Appeal, the Board of Trustees shall notify the appellant of the time and place when the Appellant may present oral and written evidence and arguments to the Board. The Board shall, within forty-five (45) days of the conclusion of the hearing, provide the Appellant with a written decision addressing the issues raised by the appeal. No permit shall be issued by the Village or become effective during the pendency of the appeal.

Section 9. All Impact Fees Collected Pursuant to This Ordinance shall be Collected by the Village Treasurer and Turned Over to the Essex Junction School District for deposit in a Separate, Interest-Bearing Account.

A. The Village Treasurer shall maintain a register of the date of payment of each fee collected, the amount paid, the development activity for which such fee was paid and the name of the payer;

B. The Board of Trustees of the Village of Essex Junction hereby attach the following conditions to the disbursement to the Essex Junction School District of the funds collected pursuant to this Ordinance:

1. At least once each fiscal period or upon request, the Essex Junction School District shall present to the Village Treasurer an accounting of the use of the impact fees collected, including the source of each fee, the amount and the date of expenditure together with the amount of accrued interest, if any;

2. Funds collected by the Village under this ordinance and remitted to the Essex Junction School District shall be used solely for the purpose of financing the Improvements;

3. Funds shall be expended in the order in which they are collected;

4. In the event that funds collected pursuant to this Ordinance are not expended by the Essex Junction School District in the manner prescribed by this Ordinance within six years from the date of collection, the Essex Junction School District shall refund to the Village impact fees so collected and remitted.

C. The current owner of the property for which such fee was paid may apply in writing to the Village for a refund of such fee with accrued interest within six months of the sixth anniversary of the date upon which such fee was paid. Thereafter, any claim for refund shall be deemed waived and therefore barred.

Section 10. Enforcement.

A. It shall be a violation of this ordinance for any person to commence any activity for which an Educational Facilities Impact Fee is required without first paying the fee.

B. The Administrative Officer shall issue a written "Notice of Violation" to any person believed to be in violation of this Ordinance. Such Notice of Violation shall:

1. Describe the activity which violates this Ordinance;

2. Identify the provisions of this Ordinance which have been violated;

3. State the specific action required to cure the violation;

4. State that if the violation is not cured within seven (7) days of the Notice of Violation, the Village may institute court proceedings to obtain a court order directing compliance with the Ordinance and awarding fines up to fifty dollars ($50) per day for each day that the violation continues from the date of the notice; and

5. State that the Notice of Violation may be appealed to the Board of Adjustment in accordance with the procedures of the Village of Essex Junction Land Development Code.

C. Upon failure of any person to cure a violation of this Ordinance after receipt of a Notice of Violation, the Administrative Officer shall institute an appropriate court action on behalf of the Village.

Section 11. Severability.

A. If any section, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof;

B. This Ordinance shall not be construed to repeal, modify or amend any existing Ordinances of the Village of Essex Junction.

Section 12. Effective Date

A. This ordinance shall become effective on February 9, 2008.

Revised and duly adopted this 11th day of December 2007.

VILLAGE OF ESSEX JUNCTION BOARD OF TRUSTEES

Lawrence C. Yandow, Jr., Village President
Deborah A. Billado
Timothy Jerman
Peter B. Gustafson
John J. Lajza

MEMORANDUM

TO: **Village Trustees**
FROM: **Pat Scheidel, Village Manager**
DATE: **July 8, 2014**
SUBJECT: **Trustees Meeting Schedule**

TRUSTEES MEETING SCHEDULE/*EVENTS*

July 19, 5-10 PM – Block Party & Street Dance

July 22 at 6:30 – Regular Trustees Meeting

- Review Updated Comprehensive Plan and Submit Changes
- Set FYE 15 Tax Rate
- Bid award for FYE 15 Paving

August 12 at 6:30 – Regular Trustees Meeting

- 1st Public Hearing on Updated Comprehensive Plan

August 26 at 6:30 – Regular Trustees Meeting

- Final Public Hearing on Updated Comprehensive Plan
- Adopt Comprehensive Plan

September 9 at 6:30 – Regular Trustees Meeting

September 23 at 6:30 – Regular Trustees Meeting

October 14 at 6:30 – Regular Trustees Meeting

October 28 at 6:30 – Regular Trustees Meeting

Village of Essex Junction

BLOCK PARTY & STREET DANCE
SATURDAY, JULY 19, 2014
RAILROAD AVENUE, 5-10 PM

SPONSORS

Essex High School JR ROTC
Bergeron, Paradis & Fitzpatrick
Green Mt. Harley Davidson
Bilodeau, Wells & Co.
Scott Thompson, DMD
Donald L. Hamlin Consulting Engineers
Mimmo's Pizzeria & Italian Restaurant
Champlain Valley Exposition
Associates in Orthodontics
Dave Whitcomb's Service Ctr.
Transitions Physical Therapy
Karen's Kloset
Essex Automotive
Depot Home and Garden
The Light Radio 91.5
Murray's Tavern
Northfield Savings Bank
Children's Preschool and Enrichment Center

Art by Chris Hemphill

VILLAGE OF ESSEX JUNCTION
TRUSTEES MEETING/PUBLIC HEARING
AUGUST 12, 2014
6:30 PM

The Essex Junction Board of Trustees will hold a public hearing on Tuesday, August 12, 2014 at 6:30 p.m. in the meeting room at the Essex Junction Municipal Building, 2 Lincoln Street on the draft 2014 Comprehensive Plan prepared by the Planning Commission.

The comprehensive plan is a five year land use plan for the entire geographic area of the Village of Essex Junction. It is an official public document adopted by the local government as a policy to guide decisions about the physical development or redevelopment of the village. The plan contains the following chapters:

Chapter 1: General Planning Background
Chapter 2: Community Vision and Strategies for Essex Junction: 2014-2019
Chapter 3: History with an Eye Toward the Future
Chapter 4: Comprehensive Plan Elements
Chapter 5: Implementation
Appendices:
- A: Historic Resources
- B: Underground Storage Tanks in Essex Jct.
- C: Maps

Copies of the draft 2014 Comprehensive Plan are available at the Village office at 2 Lincoln Street as well as online at www.essexjunction.org. Please contact the Village Manager's office at 878-6944 with any questions.

VILLAGE OF ESSEX JUNCTION
PLANNING COMMISSION
MINUTES OF MEETING
June 5, 2014

MEMBERS PRESENT: John Alden, Andrew Boutin, Nick Meyer, Amber Thibeault, David Nistico. (Diane Clemens and Aaron Martin were absent.)
ADMINISTRATION: Robin Pierce, Development Director.
OTHERS PRESENT: Regina Mahoney, Regional Planning.
AGENDA:
1. Call to Order
2. Audience for Visitors
3. Additions/Amendments to the Agenda
4. Work Session: Comprehensive Plan
5. Other Planning Commission Items
6. Adjournment

---

1. CALL TO ORDER
In the absence of Chairwoman Diane Clemens, John Alden called the meeting to order at 6:05 PM.

2. AUDIENCE FOR VISITORS
None.

3. ADDITIONS/AMENDMENTS TO THE AGENDA
None.

4. WORK SESSION: COMPREHENSIVE PLAN
Updates to the comprehensive plan were reviewed and the following was noted:

- There will be a cover page for the plan.
- Table of Contents will be updated once the plan and page numbers are finalized.
- The text in Section 3.6-IBM describes the downsizing of IBM
- Village Center designation text on Page 66 was added per the suggestion of the state. Replace the word "sans" with "without" in the sentence reading: "Urban regeneration…"
- Clarification was added to Goal 6-To provide mechanisms which encourage innovative development… and Goal 7-To coordinate development with adjoining communities… on Page 69.
- Language was added on public space in Section 9.4.11-Village Center, Other Information on Page 76.
- Appendix A-Historic Resources lists historic sites in Essex Junction. Any corrections that help better understand the connection to the national and state register would be helpful.
- Correction under Plan Format in the title of Appendix A and Appendix B is needed (Page 6). Appendix A should be Historic Resources and Appendix B should be underground Storage Tanks.

- The paragraph beginning Community Connections on Page 9 should include the annual block party.
- The paragraph under The Planning Challenge: Toward 2019 and Beyond on Page 10, sentence beginning "Therefore, the planning challenge for Essex Junction…" should read: "Therefore the planning challenge for Essex Junction is to manage growth, encourage reinvestment in the existing urban environment, protect existing neighborhoods, ensure that redevelopment or new development enhances the vitality and character of Essex Junction."
- Replace the word "reflect" with "enhance" in Objective 2.1 under Goal 2-Promote thoughtful growth (Page 11).
- Replace the word "program" with "street trees for the village and town" in Objective 4.3 under Goal 4-Continue protection of existing natural resources… (Page 35).
- Add "where applicable" to the heading of Section 9.4.10-Planned Residential (Page 74) and in the Intent paragraph insert "In addition" before "density bonuses" in the sentence reading: "Density bonuses may be granted…."
- Table 14-Implementation Schedule, Regina Mahoney will update the implementation schedule to match the text in the plan and add the department responsible, timeline, and funding.

MOTION by Nick Meyer, SECOND by Andrew Boutin, to accept the draft comprehensive plan as amended and warn a public hearing on June 26, 2014. VOTING: unanimous (5-0); motion carried.

5. OTHER PLANNING COMMISSION ITEMS

*Summer Meeting Schedule**

- June 19, 2014
- June 26, 2014 Public Hearing (updated comprehensive plan)
- No Meetings in July
- August 7, 2014
- August 21, 2014

*Meetings may be cancelled if there are no applications or business before the Planning Commission.

Election of Officers

At the August meeting election of Chair and Vice Chair must be done. David Nistico expressed interest in the chairmanship.

6. ADJOURNMENT

MOTION by Amber Thibeault, SECOND by David Nistico, to adjourn the meeting. VOTING: unanimous (5-0); motion carried.

The meeting adjourned at 6:52 PM.

Rcdg Scty: MERiordan

VILLAGE OF ESSEX JUNCTION
PLANNING COMMISSION
MINUTES OF MEETING
June 19, 2014

MEMBERS PRESENT: Diane Clemens (Chairwoman); Nick Meyer, Aaron Martin, Amber Thibeault, David Nistico. (John Alden and Andrew Boutin were absent.)

ADMINISTRATION: Robin Pierce, Development Director.

OTHERS PRESENT: Greg Morgan, Chris Kesler, Paul O'Leary, Esther Lotz, John Stawinski.

AGENDA:

1. Call to Order
2. Audience for Visitors
3. Additions/Amendments to the Agenda
4. Public Hearing
   - Site Plan, Change of Use, Residential to Professional Office, 56 Main Street, Logic Properties/Chris Kesler, agent for John Stawinski
5. Other Planning Commission Items
6. Adjournment

---

1. CALL TO ORDER

Chairwoman Diane Clemens called the meeting to order at 6 PM and noted John Alden recused himself from review of the application for 56 Main Street and did not attend the meeting.

2. AUDIENCE FOR VISITORS

None.

3. ADDITIONS/AMENDMENTS TO THE AGENDA

None.

4. PUBLIC HEARING

Site Plan for change of use from four residential units to professional office at 56 Main Street in the RO District by Logic Properties/Chris Kesler, agent for John Stawinski, owner

Paul O'Leary, Chris Kesler, and John Stawinski appeared on behalf of the application.

STAFF REPORT

The Planning Commission received a written staff report on the application, dated 6/19/14. Robin Pierce stated the application needs zoning approval which can be done administratively (Zoning Board Chairman, Tom Weaver, concurred with this). The proposal before the Planning Commission for 56 Main Street shows more landscaping than prior proposals. Renovations will be done to the interior of the building to accommodate a web development/design company that will employ local people. Outside changes to the building are not proposed.

APPLICANT COMMENTS
Paul O'Leary reviewed some of the plantings in the current landscape plan. Logic Properties anticipates having six or seven employees at the site. There is adequate parking. In the winter, snow will be removed from the site if there is no room for storage.

There was brief discussion of the wooden access ramp. Nick Meyer suggested foundation plantings by the ramp. Robin Pierce mentioned having an electronic lift by the door for accessibility rather than a ramp.

PUBLIC COMMENT
Greg Morgan, village resident and representing the Essex Economic Development Committee, spoke in support of the use on the property, adding the tech company is well known in the county as a web design firm. The location is close to the downtown and will bring people in who need services.

There were no further comments.

MOTION by Nick Meyer, SECOND by Aaron Martin, to close the public portion of the application by Chris Kesler/John Stawinski for professional office space at 56 Main Street. VOTING: unanimous (5-0); motion carried.

DELIBERATION/DECISION
Site Plan for change of use from four residential units to professional office at 56 Main Street in the RO District by Logic Properties/Chris Kesler, agent for John Stawinski, owner
MOTION by Aaron Martin, SECOND by David Nistico, to approve the site plan for a change of use at 56 Main Street from residential to professional office by Chris Kesler/John Stawinski with the following conditions:

1. **All staff comments shall be addressed and satisfied prior to any permits being issued.**
2. **The applicant shall provide accessible parking spaces per the village Land Development Code.**
3. **All work shall comply with the village Land Development Code.**
4. **All exterior light fixtures shall be dark sky compliant.**
5. **An ADA compliant access ramp (or electric lift at the entrance door) shall be installed from the parking area to the entrance to the building.**
6. **There shall be foundation plantings around the access ramp as directed by staff.**

VOTING: unanimous (5-0); motion carried.

5. OTHER PLANNING COMMISSION ITEMS

Comprehensive Plan
Robin Pierce reported the Board of Trustees had a suggested change to the comprehensive plan. Mr. Pierce advised the Planning Commission to approve the plan as

proposed and forward to the Trustees for public hearing. Amendments can be noted at the Trustees public hearing.

6. ADJOURNMENT
MOTION by Amber Thibeault, SECOND by Aaron Martin, to adjourn the meeting. VOTING: unanimous (5-0); motion carried.

The meeting adjourned at 6:18 PM.

Rcdg Scty: MERiordan

MINUTES SUBJECT TO CORRECTION BY THE ESSEX JUNCTION BIKE/WALK ADVISORY COMMITTEE. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE COMMITTEE.

VILLAGE OF ESSEX JUNCTION
BIKE/WALK ADVISORY COMMITTEE
MINUTES OF MEETING
JUNE 16, 2014

MEMBERS PRESENT: Rick Hamlin, Phoebe Spencer, Jud Lawrie, Jeff Frolik, Rosalind Hutton, Eric Bowker

ADMINISTRATION: Darby Mayville, Community Relations and Economic Development Assistant

---

1. CALL TO ORDER

The meeting was called to order by Rick at 5:59 PM.

2. AGENDA ADDITONS

None.

3. MINUTES REVIEW

Two spelling errors were asked to be corrected.

MOTION by JUD, SECOND by PHOEBE, to approve the May minutes, with changes. VOTING: unanimous; motion carried.

5. DIVISION OF WORK ON BIKE FRIENDLY COMMUNITIES APPLICATION

Jud stated that he was hoping to identify committee members who would be willing to take on segments of the application. He hopes to distill the recommendations from the previous application into a table in order to identify what can and cannot be completed at this time. It is also important to start connecting with other partners, and gathering other support material, such as photos. Rosalind said that she would be willing to take photos for the application. Jud mentioned that the League of American Bicyclists had a quick assessment tool on their website which could be helpful in this process. Phoebe also said that she would be willing to help with the application process. Jeff asked to see the previous application to get a sense of the scope of work before he committed to the project.

Rick mentioned that the Town and Village are working to create a Bike/Walk Master Plan. This should be finalized soon, and can be used as a tool in creating a Village specific plan.

Jeff said that community input for this process could be gained at the Farmer's Market this summer. The group then began to discuss the Farmer's Market rides. They hope to get a group of people together to go on group rides during end of the Farmer's Market. Jeff said that he intends to have a map available for residents to discuss potential bike/ped routes or problem spots.

The group decided that the first ride will be held on June 27th, and will begin at 6:30 PM. It will be about 2-3 miles in length and at a speed all can enjoy.

6. PRESENTATION BY ROSALIND ON PORTLAND, OR

Rosalind said that Portland had an impressive website dedicated to alternative transportation. There is clearly a strong amount of community support for biking and walking. Highly detailed maps are available on this website in multiple languages. The website even contains maps letting commuters know where they can find bike racks. Rosalind said that every Sunday morning several streets are shut down for family rides, called Parkway Rides. Portland also has multi-modal maps showing viewers how to get to certain destinations through different modes.

The group agreed that good maps are important in the development of a Master Plan.

The group began to discuss the idea of "guerilla signage," which has been appearing in other communities. This is not sponsored by the government, but is done by private citizens. This would state the amount of time that it would take to walk or bike to a popular destination. It may also include a QR code for use with smartphones.

7. DISCUSSION ON CROSSWALK IMPROVEMENTS & MARKING

Rosalind said that she had noticed that Public Works has started this process, but that it seems to be stalled. Rick said that this was probably because they had completed all the crosswalks that they could during the day, and needed to start scheduling night paintings. Rosalind said that she thought that this should be done at the beginning of the summer, rather than the end. Rick said that he would bring this concern to Public Works.

8. PUBLIC INPUT

Jeff asked Rick if he had heard anything more about opening up the Circ for bicycling? Rick said that it was off the table due to current laws.

Phoebe said that Local Motion is looking for Front Porch Forum ambassadors. Local Motion sends monthly postings to these individuals, and they can post them to their respective Front Porch Forum if they wish. Rick encouraged all members to consider signing up.

9. GROUP PICTURE AT LOOP DETECTOR LOCATION

A picture was taken of the group at the loop detector on the corner of Iroquois Avenue and Park Street.

10. MEETING SCHEDULE

Next meeting

- July 15, at 6 PM.

Agenda Items

- Minutes Review
- Discussion on Bicycle Friendly Communities Application
- Presentation by Rick on New York City
- Discussion of Potential Budget for FYE16
- Review and Update Short, Medium, and Long Term Committee Goals
- Public Input

11. ADJOURNMENT

Rick said that he would like to adjourn the formal meeting to take a picture of the group with the loop detector on Iroquois Ave.

MOTION by JEFF, SECOND by ROSALIND to adjourn the meeting. VOTING: unanimous; motion carried.

The meeting was adjourned at 7:51 PM.

Respectfully submitted, Darby Mayville

MINUTES SUBJECT TO CORRECTION BY THE ESSEX JUNCTION TREE ADVISORY COMMITTEE. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE COMMITTEE.

VILLAGE OF ESSEX JUNCTION
TREE ADVISORY COMMITTEE
MINUTES OF MEETING
JUNE 16, 2014

MEMBERS PRESENT: Nick Meyer, Rich Boyers, Warren Spinner

ADMINISTRATION: Darby Mayville, Community Relations and Economic Development Assistant, Rick Jones, Public Works Superintendent

OTHERS: Mandy St. Hilaire and Elise Schadler (State of Vermont Urban and Community Forestry Program)

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1. CALL TO ORDER

The meeting was called to order at 3:35 PM by Nick.

2. ADDITIONS OR AMENDMENTS TO AGENDA

None.

3. MINUTES REVIEW

Nick stated that he had not reviewed the minutes, and other members stated that they had not either. Therefore, they choose to table the April and May minutes review for the next meeting.

4. UPDATE FROM URBAN & COMMUNITY FORESTRY PROGRAM

Elise began by bringing up the new tree inventory system up on the computer screen for the group to see. She said that the committee would be the first group in the state to use this new system. This system is much more user friendly and clearer than the previous one. Elise showed the committee how the new program is able to visually show the location of tree on a maps, and that they are color coded by condition. This program can be used offline, such as on a smartphone while in the field, and then be later synced to the system. There is also a free phone app available for download.

Unlike the previous system, trees can be labeled by street name and number. Pictures can also be uploaded to each entry. However, there is no way to save a history of tree consultations. This must be manually uploaded in the comments section. Elise said that an Excel printout of the database could be made available if needed.

Nick asked if we could add fields to the drop-down menu?

Elise said that this would not be possible, as these fields are the same for all of the communities that use the software. Changing them for one community would change them for all the communities.

The eventual goal for this software is for all of the street tree data (for all Vermont towns using this software) to be accessible as a mapping layer on the Agency of Natural Resources website.

Mandy said that one of her first tasks in her internship would be updating the street names listed in the database. She asked that any plantings or other tree activities that have been completed in the past year be sent to her. Nick said that pruning had not started for the year, but that he would send her information on the trees that were recently planted. He said that Public Works and the Tree Committee will be beginning to visit potentially poor condition trees shortly.

Mandy mentioned that she had met with Warren today to review Burlington's Tree Management Plan. She is hoping to use this as a template for Essex junction.

Elise said that Burlington's plan was good to look at, but that it is also important to remember the ways in which Essex Junction is unique. Mandy mentioned that she would send the committee copies of the Tree Management Plans in Pittsburgh and Gray Maine, which she thought were very good. She also mentioned that the app itree canopy could be used in the inventory process. This could be used to calculate tree percentage figures.

Mandy said that she is working on establishing a project scope and goals for her internship. She said that a master plan is considered to be a more long-term project, while a management plan is more of a short term project.

Rich asked if one or the other would be considered more favorably when applying for grants?

Warren said no, most grant applications are just looking to make sure that some type of plan is present.

Warren suggested that Mandy add information on the benefits of trees in the executive summery of the plan, as well as a brief description of all of the chapters. He said that the plan should touch on maintenance, the different groups involved with tree care, and the tree inventory. He also suggested adding a chapter on budgetary information. This can be changed as support for planting increases.

Mandy will be organizing the draft tree policy. She asked the group how accessible they wanted it to be to the average person. All agreed that they wanted it as accessible as possible. Warren suggested adding an emergency management section, to include climate change and emerald ash issues.

Mandy will be beginning the inventory on Monday. Rick mentioned that the Village was responsible for maintaining the tree canopy in certain open spaces near Wilkinson Drive. He said that he would give her the information needed to add these trees to the inventory.

The group agreed that this plan would need to be approved by the Village Trustees, and that there would be several public meetings to engage citizens in this process. Elise said that this would be a great time to connect with other interested parties.

Mandy mentioned that she enjoyed outreach projects. Nick suggested having a booth at the Farmer's Market. She suggested doing a short survey here, or asking people to tell stories about their favorite tree. This would be a good venue to recruit new members. Rich suggested creating an info sheet that was easy to understand. He suggested a magnet or calendar so that people would hang onto it.

5. TREE PLANTING 2014

The group began to discuss the idea of creating a tree management plan for the parks areas. Rich said that it would be important to engage the schools in this process. All agreed that there are several parks areas that are in need of serious work. Rick mentioned that EJRP does have a budget for tree removal and maintenance, and offered to connect with to learn more about how they use it.

6. CARING FOR CANOPY GRANT PROGRESS

Nick said that there is roughly $5,000 available for tree pruning in the Village, and that he thought that it is important to get started soon. Warren said that pruning typically costs between $1,000 and $1300 per day. He suggested that Public Works complete some of the easier jobs.

Nick suggested that the committee work to create a press release to let citizens know that the Village would be trimming public trees in a neighborhood.

7. PRESENTATION FROM RICK JONES

Rick said that he is working on getting another part-time employee for the summer. He mentioned that the Tree Advisory Committee's budget is housed in Public Works. There is $10,000 for streetscape improvements, and $6,000 for tree removal (for problematic trees).

8. PUBLIC INPUT

None.

9. MEETING SCHEDULE

Next meeting

- June 15th at 6 PM

Agenda Items

- Minutes review;
- Tree Inventory Update;
- Tree Pruning Update;
- Management Plan Update;
- Planning for Outreach at Farmer's Market;

- Public Input.

10. ADJOURNMENT

MOTION by RICH, SECOND by NICK, to adjourn the meeting. VOTING: unanimous; motion carried. The meeting was adjourned at 5:10 PM.

Respectfully submitted,
Darby Mayville

MINUTES SUBJECT TO CORRECTION BY THE ESSEX JUNCTION ZONING BOARD OF ADJUSTMENT. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE BOARD.

VILLAGE OF ESSEX JUNCTION
ZONING BOARD OF ADJUSTMENT
MINUTES OF MEETING
June 17, 2014

MEMBERS PRESENT: Tom Weaver (Chairman); Ron Gauthier, Jim Moody, Bruce Murdough, Martin Hughes.
ADMINISTRATION: Robin Pierce, Development Director.
OTHERS PRESENT: Kelly Short, Jeff Godbout, Stephen Colley, Carmen Colley, Martha Cady, Linda Kingston.

PRESENTATION TO RON GAUTHIER

Tom Weaver presented a plaque commemorating Ron Gauthier's service and dedication to the community as a member of the Zoning Board of Adjustment from 2003-2014. Mr. Gauthier is not seeking reappointment to the board.

1. CALL TO ORDER and AUDIENCE FOR VISITORS

Chairman Tom Weaver called the meeting to order at 6 PM. There were no comments from the audience.

2. ADDITIONS/AMENDMENTS TO AGENDA

There were no changes to the agenda.

3. MINUTES

May 20, 2014

MOTION by Jim Moody, SECOND by Martin Hughes, to approve the minutes of May 20, 2014 as written. VOTING: unanimous (5-0); motion carried.

4. PUBLIC HEARING

The function of the Zoning Board as a quasi-judicial board and the hearing procedure were explained. Individuals to give testimony before the Board were sworn in.

Appeal of the Administrative Officer's decision to issue a zoning permit for a retaining wall/fence on the property line with a drainage plan at 8 West Hillcrest Road in the R-2 District by Kelly Short, appellant

Chairman Weaver explained the Zoning Board does not decide property line disputes (adverse possession) and will only hear testimony on the zoning permit for the wall and fence.

STAFF REPORT

The Zoning Board received a written staff report on the application, dated 6/17/14. Robin Pierce explained a permit was issued for a retaining wall and fence to replace an existing fence on the north, south, and west boundaries of the property at 8 West Hillcrest Road owned by Steve and Carmen Colley. The retaining wall is to stabilize and level off the existing stone wall. A decorative fence will be installed on top of the retaining wall. Staff

informed the property owner that the retaining wall and decorative fence cannot be higher than the existing fence. A property survey of 8 West Hillcrest was done by Lamoureux & Dickinson. The survey shows the existing stone wall. The new retaining wall will be visible to 8 West Hillcrest on the north side, but not to the property owned by Kelly Short at 6 West Hillcrest. The property at 8 West Hillcrest slopes steeply. At the back of the property there will be an approximate four foot high retaining wall with a decorate fence on top, not greater in height than the existing fence. Per local and state law storm runoff from the property cannot be increased with the new wall or remediation by the property owner is necessary.

Tom Weaver asked who hired Lamoureux & Dickinson to do the survey. Robin Pierce said the applicant (Colley). Chairman Weaver asked where in the ordinance the Zoning Board is given authority to grant a stay of enforcement until the appeal process is exhausted. Mr. Pierce said there is no such language in the ordinance.

TESTIMONY
Tom Weaver noted the stone wall can exist without the fence. The wall is to address drainage problems and keep water from flowing onto adjacent property. The definitions of 'fence' and 'structure' in the bylaws were reviewed (Sections 201.C.81 & 86). According to the bylaws a fence less than 6' in height is exempt from the definition of structure. The fence can be installed on the property line.

Kelly Short and Jeff Godbout, 6 West Hillcrest, testified:

- The location of the wall and fence on the property line by the garage will not allow access to the side of the garage for any maintenance or repair work due to the roof overhang and the narrow area between the properties.
- Photos of the area by the garage show the close proximity of the fence and wall to the eave. The space between the two properties is so narrow a wheelbarrow will not fit and a ladder cannot be put up to access the roof.
- There is a hedgerow planted about two feet off the property line which could be impacted by the wall and fence.
- The placement of the wall and fence contradicts the statement of "use of prudent placement of the fence".
- The permit states the wall and fence in totality are not to exceed the existing fence.
- The new fence should go where the existing fence is located.
- A masonry wall is not freestanding, but rather is a permanent structure. The wall is filled with stone and tied into the drainage plan.
- Increased water flow with a solid wall structure and a narrow gap is a concern. Water by the corner of garage dissipates toward the fence area now.

Steve and Carmen Colley, 8 West Hillcrest, testified:

- An official boundary survey of the property at 8 West Hillcrest was done.
- The wall will be back a prudent distance, perhaps one foot from the property line rather than on the property line to avoid any chance of encroachment. The

proposal is to build away from the fence so the driveway at 6 West Hillcrest will actually gain some space.

- The existing wall is much closer to the property line. Presently there is a wall then chain link fence then river rock along the property line.
- The wall is engineered to capture and divert water. There is a toe drain in the wall to a cistern which will allow water to leach into the ground. There will be a curtain drain on the north side of the property by the pool to capture water coming down the hill. Drainage on adjacent properties will not increase and at the least will not be made any worse.
- It seems odd that a retaining wall built to protect adjacent properties from erosion and damage is not allowed in the setback.
- The project started a year ago with a drainage plan to address existing water problems on the site (water was pooling on the lawn). Lamoureux & Dickinson was hired to do a drainage plan. The drainage plan takes into account neighboring properties. Aesthetics and erosion prevention will be improved with the plan.
- The existing wall by the driveway is 60 year old fieldstone that is falling apart. The purpose of the project is to improve the property, make it safer and hold the soil better to help all three surrounding properties. A significant amount of thought and money has been spent on the drainage plan, survey, and master plan for the site.
- The existing 6' high chain link fence is two feet from the property line. The plan is to replace the unattractive chain link fence with a wall and 24" decorate fence (though the shortest fence that was found is 36" high). The wall and fence is also intended to contain the dog on the property.
- The wall will go to the back of the property to address erosion at the steep slope and round the corner and continue for about 30' then the fence will continue. The wall is retaining the soil and is freestanding because connect around the property.

Martha Cady, 69 Pearl Street, testified the condominium complex on Pearl Street known as Highland Village is below West Hillcrest Road and is experiencing significant erosion and drainage problems. Residents would like to know if the retaining wall will improve or add to the existing drainage problems. Robin Pierce assured any increase in runoff must be mitigated by the property owner at 8 West Hillcrest. Ron Gauthier pointed out the grade of the property is not being increased with the wall and fence so the runoff should not increase. Steve Colley stated after two meetings with the Highland Village homeowners association to explain the plans there was agreement with the drainage plan and a temporary easement was granted to allow access on the property for construction of the wall and for insurance requirements. Carmen Colley said according to the engineers the wall will help the drainage at Highland Village because water that was previously pushed down the hill will be controlled and slowed with the drainage system. The property at 10 West Hillcrest will gain the most improvement in drainage. The curtain drain and stone wall is located on 8 West Hillcrest.

Kelly Short commented the information about the wall/fence being located back from the property line was not known when the appeal was filed. Ron Gauthier pointed out per the bylaws a fence is allowed on the property line. Bruce Murdough stated in light of the

information that is now known the neighbors are urged to resolve the issue of the location of the wall. Carmen Colley said the wall may be moved back about a foot, not three feet as was requested by the neighbors, and details are still being clarified so the exact location is not yet confirmed.

There was no further testimony.

MOTION by Ron Gauthier, SECOND by Jim Moody, to close the public portion of the appeal by Kelly Short for the permit issued to 8 West Hillcrest Road. VOTING: unanimous (5-0); motion carried.

DELIBERATION/DECISION

Appeal by Kelly Short of permit issued to 8 West Hillcrest Road

Tom Weaver disclosed staff contacted him to ask if replacing an existing fence with a combination retaining wall and fence on or close to the property line would be a problem. Chairman Weaver said he indicated there would be no problem and based on that staff issued a permit to the property owner. The permit was appealed within the 15 day appeal period on the argument that the retaining wall is a structure as defined and violates the setback.

FINDINGS OF FACT:

1. The Administrative Officer issued a zoning permit (Permit #48) for a retaining wall/fence on the property line with a drainage plan at 8 West Hillcrest Road.
2. The zoning permit was issued May 5, 2014. In accordance with Section 502.A.4(a) of the Land Development Code all permits must be posted in a location visible from the street and remain in place until the development is complete.
3. The appellant appealed the permit within the 15 day appeal period.
4. Section 201.C.81of the Land Development Code defines 'fence' as a freestanding structure attached to the ground and Section 201.C.86 defines 'structure' as an assembly, building, sign, wall or fence except a fence on a farm or a fence less than six feet in height.
5. There was testimony by Stephen and Carmen Colley that the stone wall/fence combination will be one foot off the property line.
6. Kelly Short, 6 West Hillcrest Road, requested the fence be set back farther to allow access to her garage.
7. Highland Village homeowners association granted a temporary construction easement to Stephen Colley to construct the retaining wall.
8. Residents of Highland Village questioned whether the drainage plan will help or hinder the drainage situation at Highland Village.
9. There was public comment on the application.

CONCLUSIONS:

1. Finding #4 referring to Sections 201.C.81 & 86 of the Land Development Code supports that the fence is not a structure and not subject to setbacks.

2. Conclusion #1 supports that the permit was issued correctly.

MOTION by Ron Gauthier, SECOND by Martin Hughes, based on the Findings and Conclusions to deny the appeal by Kelly Short of the issuance of Permit #48 for 8 West Hillcrest Road (Stephen & Carmen Colley) with the condition the retaining wall/fence combination does not exceed six feet in height. VOTING: unanimous (5-0); motion carried.

5. OTHER BUSINESS
None.

6. ADJOURNMENT
MOTION by Bruce Murdough, SECOND by Jim Moody, to adjourn the meeting. VOTING: unanimous (5-0); motion carried.

The meeting was adjourned at 7:17 PM.

RScty: M.E. Riordan

Village of Essex Junction
2014 Block Party Committee Meeting Minutes
June 23 at 3:30 PM

Present: Bridget Meyer, Joanie Maclay, Sam Jackson, Rick Jones and Patty Benoit.

Public Works Superintendent Rick Jones joined the meeting to discuss any new tasks for the crew, specifically, helping with the night run. EJRP had indicated they could use help with closing off Grove Street to cars during the run. Rick said that wouldn't be a problem. EJRP, with the help of the police and fire department, are handling everything else.

The time change of 5-10 PM means the Public Works guys won't get done breaking down and cleaning up until after midnight. The block party committee helps too, but can't truck things back to the shop, such as benches, chairs and trash.

We talked about the issue of people parking on Lincoln Place during the block party even though the street is closed. That's where the roaming railroad operates and it's getting tricky with cars parking there. We'll try to make it harder for people to sneak in. We also discussed setting up a couple of handicap parking spots but it was agreed that the federal building parking lot is fine for handicap parking.

The draft site plan and list of participants were reviewed. A change on the site plan was made for one vendor. The vendors who are on the sunny side of the street have a hard time, but Bridget said that the Library Foundation and Historical Society could borrow canopies from the farmer's market. We want to keep the food vendors on the shady side. Comments from last year's evaluation forms included wanting more benches and tables on the street when eating.

In regard to the comedy show by Vermont Comedy Divas, we weren't told the time so we need to know that for advertising and when we help with collecting donations for the food shelf. We'll reach out to our contact, and then put the word out on our website, Downtown Facebook page and Front Porch Forum.

Everyone agreed that the day of the block party will stay the same (Sat. July 19) and there will be no changing this year. If it's raining hard, we'll have to cancel but will not reschedule.

The meeting adjourned at 4:25 PM. The next meeting will be the wrap-up meeting in early August after the block party.

Respectfully submitted,
Patty Benoit

Division of Emergency Management
and Homeland Security
Vermont Department of Public Safety
103 South Main Street
Waterbury, VT 05671-2101
http://vem.vermont.gov
http://hsu.vermont.gov

Toll free: 800-347-0488
Phone: 802-244-8721
Fax: 802-241-5556

June 17, 2014

Dear Essex Junction official,

This letter acknowledges that the Vermont Division of Emergency Management and Homeland Security has received the 2014 Local Emergency Operations Plan (LEOP) for Essex Junction. By submitting a Local Emergency Operations Plan, your jurisdiction has complied with Vermont statute and completed one requirement for communities that wish to receive full disaster or mitigation funding.

When all Vermont municipalities have Local Emergency Operations Plans, it provides the framework that allows us all to work collaboratively during a widespread event. Recognizing all response begins at the local level we remain prepared to support you as able and we appreciate all your efforts.

Thank you,

Joe Flynn

Joe Flynn, Director
Division of Emergency Management and Homeland Security

VERMONT

ESSEX JUNCTION *LOCAL EMERGENCY OPERATIONS PLAN*

Emergency Steps

1) **Establish an Incident Command Structure and make appropriate local decisions**
2) **Delegate Authorities to Incident Commander and request Declaration if appropriate**
3) **Contact State Emergency Operations Center (SEOC) if additional help or resources may be needed beyond mutual aid and local contractors (800-347-0488)**
4) **Alert the general population and evacuate as needed**
5) **Activate your Emergency Operations Center to support the Incident Commander as needed**
6) **Contact the Shelter Coordinator and American Red Cross (800-660-9130) to arrange a shelter opening if needed**
7) **Expand the ICS Structure as needed**
8) **Determine if additional operational shift staffing is needed**
9) **Conduct damage assessment. Report to SEOC**
10) **Conduct and document 'Emergency Repairs'**

Future steps

11) **Refer to your local codes and standards, Vermont Stream Alterations Rule, and local hazard mitigation plan before undertaking permanent repairs**
12) **If damages result in a Federal Declaration, request 406 mitigation when completing a Project Worksheet**
13) **Conduct an after-action review and develop an improvement plan**

Jurisdictions' Points of Contact: Identify by priority the top three people to be Points of Contact for your Town during an emergency (ex: EMD, Town Manager, Selectboard Chair, Fire Chief)

Job Title	First Name	Last Name	Work #	Radio call sign
Emergency Management Chairperson / Chief of Police	**Bradley**	**LaRose**	**878-1335**	M395
Email Address	Cell #	Pager #	Home #	Time Contacted
blarose@essex.org	**316-6114**	**N/A**	**434-4057**	
Job Title	First Name	Last Name	Work #	Radio call sign
Police Captain				
Email Address	Cell #	Pager #	Home #	Time Contacted
	878-8331			
Job Title	First Name	Last Name	Work #	Radio call sign
Fire Chief	**Chris**	**Gaboriault**	**657-6229**	**C1**
Email Address	Cell #	Pager #	Home #	Time Contacted
cgaboriault@gdatp.com	**598-9280**	**N/A**	**879-0197**	

County: **Chittenden** Date LEOP adopted: **4/17/2014**

Name of town EMD/C: **Essex Junction** Date NIMS adopted: **10/09/2006**

I, the Board of Trustees chair or village manager, certify that this Local Emergency Operations Plan has been adopted (certifying individual must have taken, at minimum, ICS 402 or ICS 100 training): **Patrick C. Scheidel**

Physical Municipal Address: **81 Main St., Essex Jct., VT 05452**

Telephone: **802 878-8331** Fax: **802 878-1340** E-mail: **blarose@essex.org**

Alternate communication method: **802 316-6114**

This Local Emergency Operations Plan must be adopted annually, after town meeting day, and submitted by May 1st.

Response and Recovery Guidelines

Please use this as an aid for baseline actions that should occur in an incident.

1) Establish an Incident Command Structure and make appropriate local decisions		☑	Time
a. Identify the Incident Commander		☐	
b. Identify the Incident Command Post		☐	
c. Start a log of actions taken (see Appendix A3- Activity Log (ICS Form 214))		☐	
d. Assess the situation (deploy assessment teams)		☐	
	Determine casualties	☐	
	Determine structure/infrastructure losses	☐	
	Determine resource needs	☐	
	Identify emergency access sites or isolated citizens	☐	
e. Request additional resources (Mutual Aid) if needed.		☐	
f. Secure a perimeter around affected area if needed		☐	
g. Consider potential staffing needs (extended or multiple operational periods)		☐	

2) Delegate Authorities to Incident Commander and request Declaration if appropriate	☑	Time
Have highest ranking town official delegate authority to and meet with Incident Commander as appropriate (see Appendix D4 – Delegation of Authority)	☐	
If needed, the highest ranking town official should sign the Local Jurisdiction Request for Emergency Declaration, and send to DEMHS. (see Appendix A1 – Local Jurisdiction Request for Emergency Declaration)	☐	

3) Contact State Emergency Operations Center if additional help or resources may be needed beyond mutual aid and local contractors		☑	Time
Call State Emergency Operations Center and notify that additional resources may be needed.	**1-800-347-0488**	☐	
If HAZMAT involved, contact HAZMAT Hotline	**1-800-641-5005**	☐	

4) Alert the general population and evacuate as needed	☑	Time
Alert the Public (including special needs or vulnerable populations) of the hazards of the event at the outset and during the event (including protective actions and evacuation information). Suggested methods (siren, PA, door-to-door, town website, facebook, twitter, front porch forum)	☐	
Complete Planning Task #1 (see page 4)	☐	

5) Activate the Emergency Operations Center to support the Incident Commander as needed (See Planning Task #3 on page 5)			☑	Time
Facility Name	**Address**	**Phone Number**		
Essex EOC Essex Police Department	188 Sand Hill Rd, Essex 81 Main St. – Essex Junction	878-5308 878-8331	☐	
Maintain communications with the SEOC (DisasterLAN, Phone, Fax, Email)			☐	

6) Contact the Shelter Coordinator and American Red Cross (800-660-9130) to arrange a shelter opening if needed (See Planning Task #6 on page 6)				☑	Time
Notify the American Red Cross that shelters are needed				☐	
Contact Shelter Manager				☐	
Shelter Name	**Physical Address/Location of the Shelter**	**Shelter Phone # and Manager Name**	**# of occupants**		
Essex Alliance Church	**Old Stage Road Essex, VT**	**878-8213**	**500+**	☐	Opened: Closed:
Champlain Valley Exposition	**105 Pearl Street, Essex Jct., VT**	**878-5545**	**1000+**	☐	Opened: Closed:
Essex Educational Center	**2 Educational Drive, Essex Jct., VT**	**878-1384 879-7121**	**500+**	☐	Opened: Closed:

7) Expand the ICS Structure as needed (see Appendix A3 – Incident Briefing (ICS Form 201))

8) Determine if additional operational shift staffing is needed		☑	Time
Determine the operational period (8hrs, 12hrs, etc)		☐	
Identify staffing for future operational periods (see Appendix A3–Organizational Assignment List (ICS Form 203))		☐	
Develop plans for the next operational period (see Appendix A3– Incident Action Plan (ICS Forms 202, 203, 204, 205, 206))		☐	
	What is the Operational Period? **hrs to hrs**	☐	
	What is the briefing time? **hrs**	☐	
As the incident winds down, release excess resources as per demobilization plans		☐	

9) Conduct damage assessment. Report to the State Emergency Operations Center	☑	Time
Complete Planning Task #2 (see page 4)	☐	
Conduct a complete damage assessment for public and private damages. Submit Local Situation Report to the State Emergency Operations Center (see Appendix A2 – Local Situation Report)	☐	

10) Conduct and document 'Emergency Repairs'	☑	Time
Make roads passable and restore emergency access. Undertake Emergency Protective Measures (eg. removing debris threatening inhabited structures, culverts, and bridges). Emergency Protective Measures (temporary and permanent) must be consistent with the provisions of the Vermont Stream Alterations Rule (see Appendix C2)	☐	

11) Refer to your local codes and standards, including the most current Town Road and Bridge Standards as provided by the Agency of Transportation, Vermont Stream Alterations Rule (See Appendix C2), **and local hazard mitigation plan before undertaking permanent repairs**

Document (photographs, maps, invoices, material quantities) all repairs for future mitigation actions. (ex: roadside/ditch erosion, repair with larger culvert, replace with better materials, etc)

Area Damaged	Cost of repair	Mitigation Solution (see local Hazard Mitigation Plan)

12) If damages result in a Federal Declaration, request 406 mitigation when completing a Project Worksheet.

13) Conduct an after-action review and develop an improvement plan.

PLANNING TASKS

Please complete the white portion of these planning tasks prior to an incident occurring. During the incident, please complete the shaded portions.

Planning Task #1 High Risk Populations List (for special attention/possible evacuation during an incident)					
Complete this information before an incident				Complete this information during an incident	
High Risk Population Type (school, daycare, nursing home, medical equipment-dependent resident, handicapped resident)	**High Risk Population Location** (physical location)	**Point of Contact**	**POC Phone Number**	**Evacuated To** (physical location)	**Time**
Whitcomb Woods	**128 West St., Essex Junction**				
Green Mountain Nursing Home	**Fort Ethan Allen**				
IBM Essex	**River St., Essex Junction**				
All Schools	**Multiple Locations**				

Planning Task #2 Major High Hazard and/or Vulnerable Sites List (locations to check for damage)				
Complete this information before an incident		Complete this information during an incident		
Site Type: (ex: dam, culvert, bridges, railway crossing, low-lying area)	**Site Location** (physical location)	**Checked by**	**Status**	**Time**
IBM Chemical Storage	**River St., Essex Junction**			
Main St., Park St, North St, Old Colchester Rd. Railroad Crossings	**Essex Junction**			
Park St. Bridge / Dam	**Essex Junction**			
Steven's Gas	**Colchester Rd., Essex**			

* If additional space is needed, please attach information on a separate sheet.

Planning Task #3 Pre-designated Local Emergency Operations Centers			
Facility Name	**Facility Address** (physical location)	**Facility Point of Contact**	**Facility Phone Number**
Primary: **Essex Police Department**	**81 Main St. (Through August, 2014)** **145 Maple St. (Beginning September 2014)**	**Police**	**878-8331**
Secondary: **Essex Fire Department**	**Sand Hill Rd.**	**Police**	**878-5308** **878-8331**
Tertiary: **Champlain Valley Exposition**	**105 Pearl St.**	**Administrative Offices**	**878-5545**

Planning Task #4 Functional Area/ Local Support Function	
Please identify agencies responsible for maintaining resource lists, found in Appendix B5.	
Local Support Function	**Agency Responsible for maintaining resource list:** (see Appendix B5- Resource Lists)
1. Transportation - *Assets in support of the movement of emergency resources, including the evacuation of people and distribution of food and supplies.*	**School Buses**
2. Communications - *Includes emergency warning, information and guidance to the public and responders. Includes resources and back-up resources for all means of communication.*	**Police Department**
3. Public Works & Engineering - *Resources in support of debris clearance, road, highway, bridge repairs and restoration of essential public works systems and services and the safety inspection of damaged public buildings.*	**Highway**
4. ighting - *Resources in support of structural and wildfire firefighting.*	**Fire Department**
5. Emergency Management, Recovery & Mitigation - *Resources in support of the local Incident Commander through a Local Emergency Operations Center. Includes personnel resources available to provide overall coordination of the town's emergency operations. Resources may serve as a remote ICS planning section to collect, analyze and disseminate critical information on emergency operations for decision making purposes. May provide liaison with state/federal government.*	**Police Department**
6. Mass Care, Food & Water - *Resources available to coordinate sheltering, feeding and first aid for disaster victims.*	**Police Department**
7. Resource Support - *Assets available for coordination and documentation of personnel, equipment, supplies, facilities and services used during disaster response and initial relief operations.*	**Police Department**
8. Health & Medical Services - *Resources for care and treatment for the ill and injured. Includes lists of trained health and medical personnel and other emergency medical supplies, materials and facilities. Assets include public health and environmental sanitation services, disease and vector control guidelines and resources for the collection, identification, and protection of human remains.*	**Essex Rescue**
9. Search & Rescue - *Resources locally available to locate, identify and remove persons from a stricken area, including those lost or trapped in buildings and other structures. Also includes resources to coordinate S&R for those lost in non-inhabited areas.*	**Police / Fire Departments**
10. Hazardous Materials - *Resources available for response, inspection, containment and cleanup of hazardous materials.*	**Fire Department**
11. Agriculture & Natural Resources - *Assets available for use in coordinated response in the management and containment of communicable diseases in an animal health or plant emergency*	**Animal Control / Police Dept**
12. Energy - *Assets available for the emergency repair and restoration of critical public energy utilities. Includes locally available back-up power resources. Coordinates the rationing and distribution of emergency power and fuel.*	**Highway**
13. Law Enforcement - *Assets used for the protection of life and property by enforcing laws, orders and regulations. Resources available for area security, traffic and access control.*	**Police Department**
14. Public Information - *Pre-identified personnel and resources used for effective collection, control and semination of public information to inform the general public of emergency conditions and av e assistance.*	**Police Department**

Planning Task #5 Disaster Lead Agency/Coordinator Who or what agency will likely be the lead for each type of disaster?															
Agency	Drought	Flood	Fire	Winter Storm	Ice Storm	Power Outage	Infectious Disease	Animal/Plant Emergency	Mass Casualty Incident	Hazardous Materials Spill	Public Gathering	Civil Unrest	Other (Please Specify)	Other (Please Specify)	Other (Please Specify)
Road Crew / Public Works	x	x		x	x										
Fire Department			x							x					
Town Selectboard															
Law Enforcement						x					x	x			
1st Response / Rescue															
Shelter Coordinator															
Animal Control Officer								x							
Town Health Officer							x								
Town Clerk															
Town Treasurer															
Essex Rescue / Med Center									x						
Other (Please Specify)															
Other (Please Specify)															

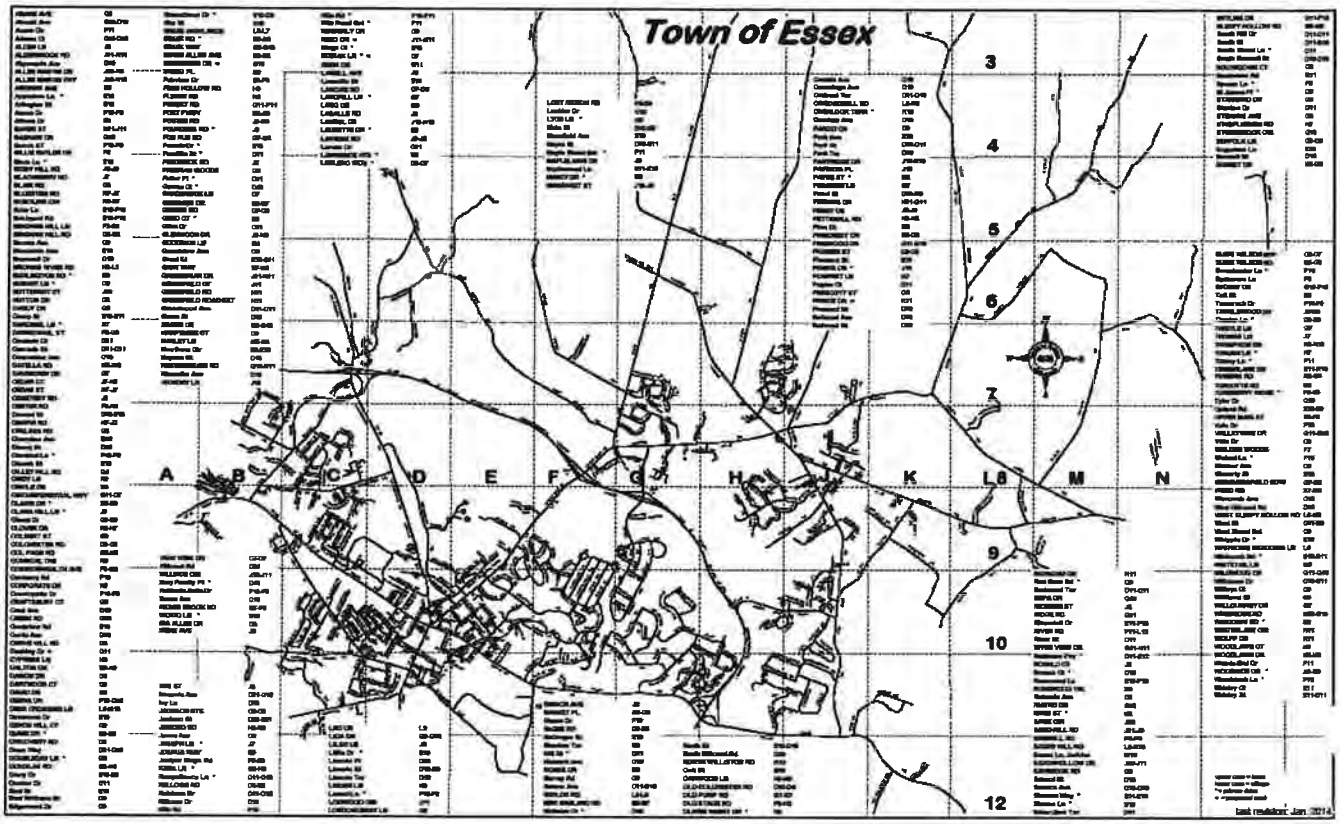
Planning Task # 6 Shelters		
Shelter 1		
Shelter Name: **Essex Alliance Church**	**36 Old Stage Rd, Essex**	**Shelter Capacity:** **500+**
Shelter Manager: **Scott Slocum**	**Shelter Manager Cell #: 878-8213** **Shelter Manager Pager #:**	**Other Contact:**
X Warming Shelter	**X Overnight Shelter**	**X Red Cross Agreement?**
☐ Has a Backup Generator	**☐ Has wiring in-place for generator hookup**	
Shelter 2		
Shelter Name: **Champlain Valley Exposition**	**Physical Address/Location of the Shelter:** **105 Pearl St., Essex Junction**	**Shelter Capacity:** **1000+**
Shelter Manager: **Tim Shea**	**Shelter Manager Cell #: 878-5545** **Shelter Manager Pager #:**	**Other Contact:** **Tom Oddy**
X Warming Shelter	**X Overnight Shelter**	**X Red Cross Agreement?**
☐ Has a Backup Generator	**☐ Has wiring in-place for generator hookup**	
Shelter 3		
Shelter Name: **Essex Educational Center**	**Physical Address/Location of the Shelter:** **2 Educational Dr.**	**Shelter Capacity:** **500+**
Shelter Manager: **William LaWare**	**Shelter Manager Cell #: 878-1384** **Shelter Manager Pager #:**	**Other Contact:**
X Warming Shelter	**X Overnight Shelter**	**☐ Red Cross Agreement?**
☐ Has a Backup Generator	**☐ Has wiring in-place for generator hookup**	

American Red Cross – Vermont & the New Hampshire Upper Valley Region: 1-800-660-9130
Burlington Office – (802)660-9130 *Rutland Office* – (802) 773-9159 *Brattleboro Office* – (802) 254-2377

Planning Task #7 - NIMS Typed Resources											
T[illegible]	I	II	III	IV	Other	Type	I	II	III	IV	Other
Cr[illegible]al Incident Stress Management Team				N/A		Hydraulic Excavator, Large Mass Excavation				N/A	
Mobile Communications Center						Hydraulic Excavator, Medium Mass Excavation					
Mobile Communications Unit			N/A	N/A	1	Hydraulic Excavator, Compact					
All-Terrain Vehicles	N/A	N/A	N/A	N/A	1	Road Sweeper					
Marine Vessels	N/A	N/A	N/A	N/A		Snow Blower, Loader Mounted					
Snowmobile	N/A	N/A	N/A	N/A		Track Dozer					
Public Safety Dive Team						Track Loader					2
SWAT/Tactical Team					1	Trailer, Equipment Tag-Trailer				N/A	
Firefighting Brush Patrol Engine	N/A	N/A	N/A		1	Trailer, Dump		N/A	N/A	N/A	12
Fire Engine (Pumper)					4	Trailer, Small Equipment			N/A	N/A	4
Firefighting Crew Transport				N/A	2	Truck, Pick-up					6
Aerial Fire Truck			N/A	N/A	1	Truck, Plow					12
Foam Tender			N/A	N/A		Truck, Sewer Flusher					1
Hand Crew						Truck, Tractor Trailer				N/A	
HA[illegible]MAT Entry Team				N/A		Water Pumps, De-Watering					
Eng[illegible]e Strike Team						Water Pumps, Drinking Water Supply - Auxiliary Pump					
Water Tender (Tanker)				N/A	1	Water Pumps, Water Distribution					
Fire Boat				N/A		Water Pumps, Wastewater					
Aerial Lift - Articulating Boom						Water Truck		N/A	N/A	N/A	
Aerial Lift - Self Propelled, Scissor, Rough Terrain						Wheel Dozer			N/A	N/A	
Aerial Lift - Telescopic Boom						Wheel Loader Backhoe					2
Aerial Lift - Truck Mounted						Wheel Loader, Large					
Air Compressor					2	Wheel Loader, Medium					
Concrete Cutter/Multi-Processor for Hydraulic Excavator						Wheel Loader, Small				N/A	
Electronic Boards, Arrow						Wheel Loader, Skid Steer				N/A	
Electronic Boards, Variable Message Signs						Wheel Loader, Telescopic Handler					
Floodlights				N/A	2	Wood Chipper		N/A	N/A	N/A	
Generator					2	Wood Tub Grinder					
Gr[illegible]				N/A	1						

Information about the NIMS Typed resources can be found at: http://www.fema.gov/resource-management

Double Click Map to Enlarge / Zoom In and Out as Needed



Double Click Cover Page for Complete Collection of Forms

National Incident Management System (NIMS) Incident Command System (ICS) Forms Booklet

September 2010

FEMA

CHITTENDEN COUNTY RPC
Communities Planning Together

110 West Canal Street, Suite 202
Winooski, VT 05404-2109
802-846-4490
www.ccrpcvt.org

Mr. Patrick Scheidel, Vlg. Mgr
Village of Essex Junction
2 Lincoln Street
Essex Jct., VT 05452

DATE: June 30, 2014
TO: CCRPC Member Municipalities
FROM: Bernadette Ferenc, Transportation Business Manager

PUBLIC HEARING NOTICE

The Chittenden County Regional Planning Commission (CCRPC) will hold a public hearing on **Wed., July 16, 2014 at 6:00 p.m.** in its offices at 110 West Canal Street, Suite 202; Winooski, to consider the proposed FY15-18 Transportation Improvement Program (TIP) for adoption. A copy of the proposed document is enclosed.

This public hearing is also intended to satisfy the program of project's public involvement requirements of the FTA's Federal Funding Programs (5307, 5309, 5310, 5311, 5316, 3037, etc.) for the Chittenden County Transportation Authority (CCTA). The CCTA items funded through this program are contained in the draft TIP and will become final unless amended.

Please notify your CCRPC representative of any concerns. Written comments on the proposed document may be submitted by mail to the address above or by telephone or email to Christine Forde (cforde@ccrcpvt.org) or phone, ext. 13.

Additional copies of this notice and draft TIP have been sent to each municipal clerk for posting on the public bulletin board.

bf

Attachments

CHITTENDEN COUNTY RPC
Communities Planning Together

Transportation Improvement Program for Fiscal Years 2015-2018

Public Hearing Draft
July 16, 2014

Chittenden County Regional Planning Commission
110 West Canal Street, Suite 202
Winooski, VT 05404
(802) 876-4490 / (802) 846-4494(fax)
www.ccrpcvt.org

TABLE OF CONTENTS

A. Introduction

The Chittenden County Transportation Improvement Program (TIP) for fiscal years 2015 through 2018 is a prioritized, fiscally-constrained, and multi-year list of federally-funded, multimodal transportation projects and operations in the CCRPC region - Chittenden County. Under federal law, the TIP must cover at least a 4-year program of projects and be updated no less frequently than every 4 years. In addition, projects in the TIP must be prioritized at the regional level and have clearly identified funding sources. All transportation projects, programs, and operations receiving federal funds in Chittenden County must be authorized through the CCRPC TIP process. The exceptions are federal airport funds for Burlington International Airport, which are not subject to the CCRPC's prioritization process, but are listed in the TIP for information and coordination purposes.

- The TIP authorizes the implementing agency (e.g., VTrans, CCTA) to obligate federal funds for listed projects and operations over the next four federal fiscal years (October 1, 2014 through September 30, 2018).
- The first year of a duly-adopted and approved TIP constitutes an "agreed to" list of projects for project selection purposes, provided that anticipated federal funds available to the region are available during that year.
- The U.S. Department of Transportation must find that the TIP is based on a continuing, comprehensive transportation planning process carried out cooperatively by the State, the CCRPC, and transit operators.

B. Financial Plan

Federal Funding

The majority of TIP projects are funded with 80 percent federal funds. However, in some cases federal amounts may vary such as with interstate projects, which can be funded with 90 percent federal funds, and some transit projects, which may be funded with 50 percent federal funds. There is a column on the right side of the TIP document that indicates the percentage shares of federal, state and local funding.

State Funding

The State of Vermont maintains a State Transportation Fund to pay for transportation programs and projects. State matching funds for TIP projects would most likely come from this fund. The fund is primarily supported by revenue collected from the motor fuel tax on gasoline and diesel and purchase and registration fees for motor vehicles.

State transportation resources are allocated through the state legislature's annual capital and budgetary process and are identified in the Transportation Capital Program. State transportation funding allocated to projects and programs in Chittenden County is determined through this process, in consultation with the CCRPC.

Local Funding

Sources of local matching funds come primarily from the property tax and are approved by each municipality in their annual budgeting process.

Operation and Maintenance

Operations and maintenance of the Federal Aid Highway System in Chittenden County is conducted by VTrans and funding amounts are identified in the State Transportation Improvement Program (STIP).

Chittenden County Transportation Authority (CCTA) has an estimated Operations and Maintenance budget for transit services in FY15 of $13,756,246. Revenue sources for transit operations and maintenance are as follows:

Passenger revenue	$2,915,976
Purchase of service	$735,834
Local funding	$2,784,345
State funding	$3,064,179
Federal grants	$4,255,912
Total Revenue	**$13,756,246**

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
A Resolution to Adopt the FY2015-2018
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Chittenden County Regional Planning Commission, as the designated Metropolitan Planning Organization for Chittenden County, Vermont, is responsible for the operation and maintenance of a continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, a fiscally constrained Transportation Improvement Program containing transportation improvements expected to be carried out in the period October 1, 2014 through September 30, 2018 has been prepared through the planning process; and

WHEREAS, the Chittenden County Regional Planning Commission's Transportation Advisory Committee found the projects contained in the proposed TIP to be in conformance with the duly adopted Metropolitan Transportation Plan and has recommended the fiscally constrained 2015-2018 Transportation Improvement Program to the Chittenden County Regional Planning Commission for adoption; and

WHEREAS, the Chittenden County Regional Planning Commission sent copies of the proposed TIP to the eighteen member municipalities for the fifteen-day review and comment period on June __, 2014; and

WHEREAS, the Chittenden County Metropolitan Planning Organization held a public hearing in the CCRPC offices in Winooski on Wednesday, July 16, 2014 to review the proposed Transportation Improvement Program after publishing a legal notice in the *Burlington Free Press* on _____, 2014;

NOW, THEREFORE, BE IT RESOLVED that the Chittenden County Regional Planning Commission, as the Metropolitan Planning Organization, hereby adopts the fiscally constrained 2015-2018 Transportation Improvement Program attached hereto and made a part hereof.

RESOLVED, PASSED AND ADOPTED THIS 16th DAY OF JULY 2014.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION

By _____
LOUIS MOSSEY III, CCRPC BOARD CHAIR

GLOSSARY

ADA	Americans with Disabilities Act of 1990. Federal legislation prohibiting discrimination on the basis of disability.
Adaptive Signal Control	Adaptive signal control technology adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion.
AIP	Airport Improvement Program. FAA program that assists the development of public-use airports by providing funding for airport planning and development projects.
BIA	Burlington International Airport
CCRPC	Chittenden County Regional Planning Commission. The county's comprehensive planning organization. Established under state law. CCRPC also acts as the Metropolitan Planning Organization for Chittenden County. The MPO is established under federal law and responsible for transportation planning and programming within its jurisdiction.
CIRC Alternative Project	A program of projects to implement the purpose and need that the CIRC highway was originally intended to address. In 2011 the Governor announcement that the Chittenden County Circumferential Highway – as originally conceived - would not be built.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. Federal funding program designed to address congestion and air quality issues through capital and operating projects.
CCTA	Chittenden County Transportation Authority. The region's public transportation provider.
CON	Construction. Project development phase in which the project is implemented.
DDI	Diverging diamond interchange. DDI is a new type of diamond interchange that increases capacity and reduces congestion.
FAA	Federal Aviation Administration. The USDOT agency responsible for aviation related programs.
FHWA	Federal Highway Administration. The USDOT agency responsible for roadway related programs.
FRA	Federal Railroad Administration. The USDOT agency responsible for railroad programs.
FTA	Federal Transit Administration. The USDOT agency responsible for public transportation programs.
FTA Section 5307	FTA grant program for capital and operating assistance in urban areas over 50,000 in population.
FTA Section 5309	FTA grant program for capital programs such as buses and bus facilities.
FTA Section 5310	FTA grant program to States for assisting private non-profit groups in meeting the transportation needs of the elderly and persons with disabilities.
FTA Section 5339	FTA funding program that provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities.
HSIP	Highway Safety Improvement Program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991. Federal legislation emphasizing innovation, intermodalism, and flexibility.
ITS	Intelligent Transportation Systems. The application of technology to improve transportation system efficiency.

GLOSSARY

LTAP Local Technical Assistance Program. A national non-profit effort financed jointly by the Federal Highway Administration and individual State Departments of Transportation. Its purpose is to provide road and bridge know-how to municipal people involved with highways. There are LTAP Centers in 50 states and Puerto Rico and seven Native American locations. Vermont's program is called Vermont Local Roads.

LTF Local Transportation Facilities. VTrans program established to assist local governments with project implementation.

MAP-21 The Moving Ahead for Progress in the 21st Century Act (MAP-21) is a funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress on June 29, 2012.

MPO Metropolitan Planning Organization. Federally established organization responsible for a cooperative, continuous, and comprehensive framework to make transportation investment decisions within their designated area. CCRPC is the designated MPO for Chittenden County.

NHPP National Highway Preservation Program. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHS National Highway System. The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).

Para-transit A demand-response transportation system catering to special needs populations such as the elderly and disabled.

PE Preliminary Engineering. Project development phase in which project design is determined.

Round-about Non-signalized circular intersection with specific design and traffic control features to ensure low travel speeds and efficient traffic movement.

ROW Right Of Way. A phase in the project development process that determines if land rights are needed for construction of a transportation project and negotiates the appropriate compensation.

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU). This act was passed in August 2005 as the successor to the Transportation Efficiency Act for the 21st Century (TEA-21).

Safety Program Under Sections 154 and 164 of the US Code penalty funds for Open Container and Repeat Offender Laws may be used for Highways Safety Improvement Program (HSIP) eligible activities.

Scoping A phase in the project development process that moves a recognized problem from an idea through the development of alternatives and environmental screening.

Shared Use Path A path separated from vehicle traffic by barrier or open space usually on its own right-of-way.

SSTA Special Services Transportation Agency. Chittenden County based non-profit paratransit provider.

STIP Statewide Transportation Improvement Program. The State's four year list of fiscally constrained transportation projects planned for implementation statewide.

STP Surface Transportation Program. Federal program providing flexible funding for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and bus facilities.

GLC ARY

TAP The Transportation Alternatives Program (TAP) provides funding for transportation alternatives, including pedestrian and bicycle facilities, improving non-driver access to public transportation, safe routes to school projects, and recreational trails.

TCSP Transportation, Community and System Preservation Program. Federal program that provides funding for planning grants, implementation grants, and research to investigate and address the relationships between transportation, community and system preservation.

TDM Transportation Demand Management. The general term for strategies that result in more efficient use of transportation resources.

TEA 21 Transportation Equity Act for the 21st Century. Replaced ISTEA and guides federal expenditures for surface transportation since 1998.

TIP Transportation Improvement Program. The four year list of fiscally constrained transportation projects planned for implementation in the region.

TOD Transit Oriented Design. High density and mixed use land development around transit system stops.

Traffic Calming A combination of measures to reduce the negative effects of vehicle use or to alter driver behaviors.

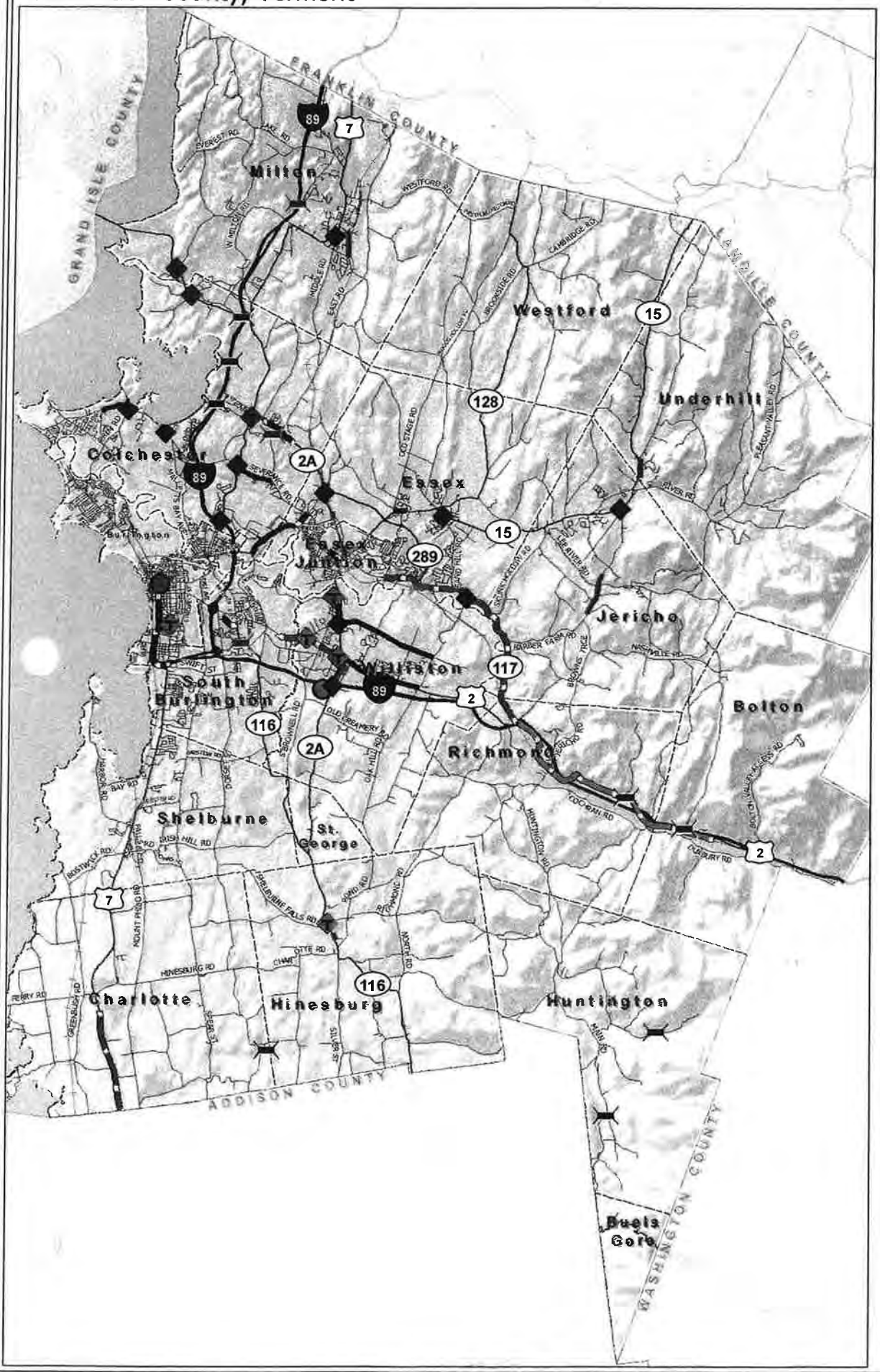
TSM Transportation Systems Management. Relatively low-cost improvements to improve transportation efficiency such as ITS applications or roundabouts.

USDOT United States Department of Transportation

VTrans (or VAOT) Vermont Agency of Transportation

Transportation Improvement Program FY 2015 - 2018

Chittenden County, Vermont



Projects

Bridge/Culvert Work

- Construction FY 2015
- Construction FY 2016
- Construction FY 2017
- Construction Year Not Determined

Intersection Improvement

- Construction FY 2015
- Construction FY 2016
- Construction FY 2017
- Construction FY 2018
- Construction Year Not Determined

Intermodal Facility

- Construction FY 2015
- Construction FY 2017

Pedestrian/Bike Project

- Construction FY 2015
- Construction FY 2016
- Construction Year Not Determined

Roadway Improvement

- Construction FY 2015
- Construction FY 2016
- Construction FY 2017
- Construction Year Not Determined

N
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Sources:
Project data - updated May 2014 by CCRPC.
Basemap - ESRI's National Geographic.

Disclaimer:
The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by site inspections and/or surveys by registered surveyor. This map is not sufficient for delineation of features on the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

Chittenden County RPC
Communities Planning Together

Section 2: FY2015–2018 TIP: Projects by Municipality

2015-2018 CCRPC Transportation Improvement Program

Public Hearing Draft - July 16, 2014

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information						
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
Bolton-Richmond										
HP095B **US2 Paving** **VTrans Number:** STP 2924(1)			**$7,195,535** CON		Total: $8,830,000 PE: $400,000 ROW: CON: $8,530,000	$50,000	$274,320 PE	Function and Performance Preservation	STP 80 % Federal 20 % State 0 % Local	0.8 miles east of Williston town line extending 7.4 miles. $50,000 from HP016 in FY13. **VTrans PM:** Fowler, Mike
Burlington										
HP067D **Burlington Waterfront Bike Path Realignment** **VTrans Number:** STP EH10(19)	**Funds to be obligated in FY14**				Total: $125,000 PE: ROW: CON: $125,000		$100,000 CON	Bike/ Pedestrian	STP 80 % Federal 0 % State 20 % Local	Realign and improve a 1,000 foot segment of path in the vicinity of the Moran Plant. Balance of project cost to be paid by project HP067C and Burlington. **VTrans PM:** Bohl, Tina
HP067A **Burlington Waterfront Transportation Improvements** **VTrans Number:** STP 5000(17)	**Funds to be obligated in FY14**				Total: $4,199,202 PE: $1,643,037 ROW: CON: $2,556,165	$3,392,399	$300,000	Function and Performance Preservation	SAFETEA-LU Earmark 80 % Federal 0 % State 20 % Local	SAFETEA-LU earmark. Demo ID Number VT030. Earmark amount $3.5 M programmed at 90%. Also includes $180,000 transferred from project BP029C. **VTrans PM:** Bohl, Tina
BP064 **Burlington Wayfinding Improvements** **VTrans Number:** TCSE(17)	**Funds to be obligated in FY14**				Total: $375,000 PE: ROW: CON:		$300,000	Bike/ Pedestrian	TCSP 80 % Federal 0 % State 20 % Local	Fabrication and installation of city-wide wayfinding signs. **VTrans PM:** Bohl, Tina

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
BP078 **Champlain Elementary Pedestrian Crossing Improvements** **VTrans Number:** STP BP13(6)		**$319,680** **CON**			Total: $487,000 PE: $26,220 ROW: $61,180 CON: $399,600		$20,976 PE	Bike/ Pedestrian	STP 80 % Federal 10 % State 10 % Local	2013 Bike/Ped award for construction of 365 feet of sidewalk and improved crossings on Birchcliff Parkway **VTrans PM:** Robertson, Scott
HC001E **Champlain Parkway - Engineering and ROW** US7 to Main Street **VTrans Number:** MEGC-M 5000(1)	**$1,000,000** **PE/ROW**	**$2,040,000** **PE/ROW**			Total: PE: ROW: CON:	$9,319,301	$800,000 PE	Capacity Expansion	STP 95 % Federal 3 % State 2 % Local	PE and ROW for HC001A. **VTrans PM:** Bohl, Tina
HC001A **Champlain Parkway - US7 to Main Street** **VTrans Number:** MEGC-M 5000(1)		**$6,120,000** **CON**	**$12,484,800** **CON**	**$6,367,248** **CON**	Total: $24,000,000 PE: ROW: CON: $24,000,000			Capacity Expansion	STP 95 % Federal 3 % State 2 % Local	VTrans to use advance construction funding. PE and ROW included under HC001E. **VTrans PM:** Bohl, Tina
BP073 **Pedestrian and Bicycle Action Plan** **VTrans Number:** STP BP13(12)		**Funds to be obligated in FY14**			Total: $60,500 PE: ROW: CON:		$50,000 Scoping	Bike/ Pedestrian	STP 80 % Federal 10 % State 10 % Local	2013 Bike/Ped award for refinement of facilities identified in 2011 Transportation plan and 2013 PlanBTV. **VTrans PM:** Kaplan, Jon
HC015 **Railyard Enterprise Project** Waterfront South Area **VTrans Number:** BREP(2)	**$960,000** **PE**	**$244,800** **ROW**	**$1,560,600** **CON**	**$6,897,852** **CON**	Total: $11,500,000 PE: $1,200,000 ROW: $300,000 CON: $10,000,000		$500,000 PE	Capacity Expansion	STP 80 % Federal 10 % State 10 % Local	Multimodal transportation infrastructure improvements between the Pine Street corridor and the Burlington Waterfront South area. $30,000 from OT006 in FY13. **VTrans PM:** Perrigo, Joel

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP085 **Shelburne Street Roundabout** Shelburne St/South Willard St/St. Paul St **VTrans Number:** HES 5000(18)	**$100,000** **ROW**		**$2,559,384** **CON**		*Total: $2,833,402* *PE: $273,402* *ROW: $100,000* *CON: $2,460,000*	*$202,747*		*Function and Performance Preservation*	*Safety* *100 % Federal* *0 % State* *0 % Local*	***VTrans PM:*** *Coburn, Patti*
Burlington Int. Airport										
AV002 **Airfield Projects** Burlington International Airport **VTrans Number:**	**$350,000**	**$5,500,000**	**$17,900,000**	**$9,100,000**	*Total:* *PE:* *ROW:* *CON:*		*$2,900,000*	*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*Move construct Taxiway G north; reconstruct Taxiway G south Taxiway B; rehabilitate Customs Cargo apron. BIA project - for information only.* ***VTrans PM:*** *Air*
AV023 **Berm for Noise Mitigation** Burlington International Airport **VTrans Number:**			**$1,000,000**	**$600,000**	*Total:* *PE:* *ROW:* *CON:*			*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*Berm to be constructed in the vicinity of the 65 dnl noise contour line. BIA project - for information only.* ***VTrans PM:*** *Air*
AV005 **Land Acquisition** Burlington International Airport **VTrans Number:**	**$1,280,000**	**$1,135,000**	**$1,535,000**	**$1,270,000**	*Total:* *PE:* *ROW:* *CON:*		*$1,440,000*	*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*Land acquisition for noise control and mitigation. BIA project - for information only.* ***VTrans PM:*** *Air*
AV024 **New/Expanded Maintenance Facility** Burlington International Airport **VTrans Number:**		**$2,000,000**			*Total:* *PE:* *ROW:* *CON:*			*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*BIA project - for information only.* ***VTrans PM:*** *Air*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
AV022 **Planning and Environmental Studies** Burlington International Airport **VTrans Number:**	**$330,000**		**$1,025,000**	**$400,000**	*Total:* *PE:* *ROW:* *CON:*		*$660,000*	*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*Noise, Wildlife, Airport Master Plan, Sustainability Plan studies. BIA project - for information only.* ***VTrans PM:*** *Air*
AV004 **Snow Removal Equipment** Burlington International Airport **VTrans Number:**			**$2,000,000**		*Total:* *PE:* *ROW:* *CON:*			*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*Purchase replacement equipment. BIA project - for information only.* ***VTrans PM:*** *Air*
AV001A **South End Development** Burlington International Airport **VTrans Number:**			**$250,000**	**$500,000**	*Total:* *PE:* *ROW:* *CON:*			*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*Site planning, cargo area and taxiway/apron construction. BIA project - for information only.* ***VTrans PM:*** *Air*
AV003 **Terminal Projects** Burlington International Airport **VTrans Number:**	**$3,600,000**	**$5,550,000**	**$4,550,000**	**$2,000,000**	*Total:* *PE:* *ROW:* *CON:*		*$1,400,000*	*Aviation*	*AIP* *95 % Federal* *3 % State* *2 % Local*	*Gates 7, 14 and 1 boarding bridge upgrades, upgrade security system, terminal and north apron upgrades. BIA project - for information only.* ***VTrans PM:*** *Air*
Charlotte										
BR049 **Sequin Covered Bridge** Roscoe Road **VTrans Number:**	**$140,000** **PE**				*Total:* *$600,000* *PE:* *$175,000* *ROW:* *CON:* *$425,000*			*Bridge Preservation*	*STP* *80 % Federal* *10 % State* *10 % Local*	*Construction schedule to be determined.* ***VTrans PM:*** *Sargent, Mark*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP019A **US7 Reconstruction** Ferrisburg line north 2.9 miles **VTrans Number:** FEGC 019-4(20)		**$6,120,000** CON	**$3,352,252** CON		*Total: $16,341,692* *PE: $1,977,425* *ROW: $1,404,000* *CON: $12,960,085*	*$1,367,707*		*Function and Performance Preservation*	*NHPP* *95 % Federal* *5 % State* *0 % Local*	*Balance of project cost to be funded with SAFETEA-LU earmark (project HP019B).* ***VTrans PM:*** *Upmal, Ken*
HP019B **US7 Reconstruction** SAFETEA-LU Earmark **VTrans Number:** FEGC 019-4(20)	**$3,090,000** CON				*Total:* *PE:* *ROW:* *CON:*	*$451,150*		*Function and Performance Preservation*	*SAFETEA-LU Earmark* *80 % Federal* *10 % State* *0 % Local*	*SAFETEA-LU earmark. Demo ID number VT043. Earmark amount $4 M programmed at 90%.* ***VTrans PM:*** *Upmal, Ken*
Colchester										
HP119 **Blakely Road/Laker Lane Intersection Improvements** **VTrans Number:**		**CIRC Alternative Project - Funding schedule to be determined**			*Total: $360,000* *PE: $50,000* *ROW:* *CON: $310,000*			*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project.* ***VTrans PM:*** *CIRC Alternative*
HP102 **Exit 16 Improvements** **VTrans Number:** HES NH 5600(14)		**$4,080,000** CON **CIRC Alternative Project**	**$2,746,656** CON		*Total: $7,493,044* *PE: $1,000,000* *ROW: $250,000* *CON: $6,640,000*	*$42,636*	*$250,000 ROW*	*Capacity Expansion*	*Safety* *100 % Federal* *0 % State* *0 % Local*	*CIRC Alt Phase 1 project. Construction of a diverging diamond and improvements at Mountain View Dr., Hercules Dr. and Rathe Rd. PE to be funded with $200,000 in Section 164 funds.* ***VTrans PM:*** *Coburn, Patti*
BR050 **Exit 17 Improvements** **VTrans Number:**	**$200,000** **PE**				*Total:* *PE:* *ROW:* *CON:*			*Bridge Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Scoping underway. Project includes reconstruction of BR18A carrying US2 over I-89 and interchange upgrades.* ***VTrans PM:*** *Bridge*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
BP068 **Fort Ethan Allen Sidewalk Improvements** **VTrans Number:** STP 5600(15)	**$297,600** **CON**				*Total: $462,190* *PE: $100,000* *ROW: $10,000* *CON: $352,190*		*$297,600 CON*	*Bike Pedestrian*	*SAFETEA-LU Earmark* *80 % Federal* *0 % State* *20 % Local*	*Project to use unexpended funds from project HC009 Campus Connector* ***VTrans PM:*** *Perrigo, Joel*
BR025 **Mill Pond Road Bridge** Bridge 12 on TH 27 over Indian Brook **VTrans Number:** STP 5600(12)	**$1,000,000** **CON**	**$213,792** **CON**			*Total: $1,834,500* *PE: $262,500* *ROW: $60,000* *CON: $1,512,000*	*$258,000*	*$360,000 CON*	*Bridge Preservation*	*STP* *80 % Federal* *10 % State* *10 % Local*	***VTrans PM:*** *Carlson, Carolyn*
HP118 **Prim Road/West Lakeshore Drive Intersection Improvements** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				*Total: $1,730,000* *PE: $240,000* *ROW: $200,000* *CON: $1,290,000*			*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project.* ***VTrans PM:*** *CIRC Alternative*
HP110 **Severance Corners Intersection Project** US7/Town Highway 7/Town Highway 9 **VTrans Number:** STPG 5600(17)	**$180,000** **PE**		**$665,856** **ROW**		*Total: $6,000,000* *PE: $200,000* *ROW: $800,000* *CON: $5,000,000*		*$200,000 PE*	*Capacity Expansion*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase II implementation project.* ***VTrans PM:*** *Traffic Operations*
	CIRC Alternative Project									
HP117 **Severance Road Path and Intersection Improvements** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				*Total: $2,400,000* *PE:* *ROW:* *CON:*			*Bike/ Pedestrian*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Circ Alt Phase III project. Includes a new shared use path and improvements to Severance Rd/Mill Pond Rd intersection.* ***VTrans PM:*** *CIRC Alternative*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP114 **US2/Clay Point Road (TH58) Improvements** **VTrans Number:** HES 028-1(28)	**$500,000** **CON**				*Total: $560,000* *PE: $60,000* *ROW:* *CON: $500,000*		*$500,000 CON*	*Function and Performance Preservation*	*Safety* *100 % Federal* *0 % State* *0 % Local*	*Construction of left-turn lanes* ***VTrans PM:*** *Coburn, Patti*
HP003 **VT2A Improvements** Colchester Village **VTrans Number:** STP 0207( )	**CIRC Alternative Project - Funding schedule to be determined**				*Total: $3,900,000* *PE:* *ROW:* *CON:*			*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alternative Phase III project. Project includes improvements to Mill Pond Rd intersection.* ***VTrans PM:*** *CIRC Alternative*
HP037 **VT2A/US7/Creek Rd/Bay Rd Intersection** **VTrans Number:** STP 5600(9)S	**$500,000** **CON**	**$2,524,500** **CON**			*Total: $5,175,000* *PE: $950,000* *ROW: $1,250,000* *CON: $2,975,000*	*$1,816,915*		*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	***VTrans PM:*** *Traffic Operations*
BP070 **West Lakeshore Drive Path** Church Road to Prim Road **VTrans Number:** STP SDWK(16)/ TAP TA13( )		**$282,372** **CON**			*Total: $923,138* *PE: $78,703* *ROW: $62,365* *CON: $782,070*	*$110,392*	*$50,000 ROW*	*Bike/ Pedestrian*	*STP* *80 % Federal* *0 % State* *20 % Local*	*Project includes $250,000 TA and $139,835 & $147,200 CCRPC Sidewalk grants. Balance to be funded by Colchester.* ***VTrans PM:*** *Robertson, Scott*
Colchester-Essex										
BP069 **VT15 Multiuse Path** Lime Kiln Road to Susie Wilson Road **VTrans Number:** NH 030-1(34)	**$150,000** **PE**	**CIRC Alternative Project**			*Total: $2,000,000* *PE:* *ROW:* *CON:*		*$162,160 PE*	*Bike/ Pedestrian*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alternatives Phase II implementation project.* ***VTrans PM:*** *CIRC Alternative*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
Essex										
BR048 **Alder Brook Culvert (BR2) on VT117** **VTrans Number:** BF 5400(9)	**$16,000** **ROW**		**$1,040,000** **CON**		*Total: $1,390,000* *PE: $120,000* *ROW: $20,000* *CON: $1,250,000*			*Bridge Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Replacement of a failed buried structure on VT117 over Alder Brook. $96,000 from Bridge Preventative Maintenance in FY14* ***VTrans PM:*** *Williams, Chris*
HP120 **Susie Wilson Road Corridor and Intersection Improvements** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				*Total: $8,500,000* *PE:* *ROW:* *CON:*			*Capacity Expansion*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project. Includes improvements to VT15/Susie Wilson Rd and Susie Wilson/Kellogg Rd* ***VTrans PM:*** *CIRC Alternative*
OT023 **VT117/North Williston Road Hazard Mitigation Improvements** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				*Total: $400,000* *PE:* *ROW:* *CON:*			*Other*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project. Installation of a 6 ft box culvert, safety enhancements and armoring* ***VTrans PM:*** *CIRC Alternative*
HP121 **VT117/North Williston Road Intersection Improvements** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				*Total: $1,500,000* *PE:* *ROW:* *CON:*			*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project.* ***VTrans PM:*** *CIRC Alternative*
BP081 **VT15 Sidewalk - Old Stage Road to Essex Way** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				*Total: $160,000* *PE:* *ROW:* *CON:*			*Bike Pedestrian*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project.* ***VTrans PM:*** *CIRC Alternative*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information: Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP082 **VT15/Sand Hill Road Intersection Improvements** **VTrans Number:** STPG 030-1(22)		**$102,000** ROW **CIRC Alternative Project**		**$795,906** CON	Total: $1,050,000 PE: $200,000 ROW: $100,000 CON: $750,000	$200,000	$250,000 PE ROW	Function and Performance Preservation	STP 100 % Federal 0 % State 0 % Local	CIRC Alt Phase II implementation project. Scoping completed February 2008. **VTrans PM:** Traffic Operations
BP076 **VT2A Bike Path** Old Colchester Road to Pinecrest Drive **VTrans Number:** STP SDWK(9)/ STP BP13(24)	**$185,000** CON				Total: $229,075 PE: $45,825 ROW: $5,000 CON: $178,250			Bike Pedestrian	STP 80 % Federal 10 % State 10 % Local	2013 Bike/Ped award ($84,323) and CCRPC 2011 ($52,500) & 2014 ($100,000) Sidewalk Grant. PE and Design will be funded with a sidewalk grant. **VTrans PM:** Perrigo, Joel
HP101 **VT2A/VT289 Interchange** **VTrans Number:** STPG SGNL(41)/STP 5400(7)	**$200,000** PE	**$1,224,000** CON **CIRC Alternative Project**			Total: $1,400,000 PE: $200,000 ROW: CON: $1,200,000	$385,425		Capacity Expansion	STP 100 % Federal 0 % State 0 % Local	CIRC Alt project. Phase I includes upgrades to existing signals. Phase II includes geometric changes to the interchange. **VTrans PM:** Coburn, Patti
Essex Junction										
HC014 **Crescent Connector** VT2A to VT117 **VTrans Number:** STP 5300(13)		**$3,916,800** CON **CIRC Alternative Project**			Total: $5,950,000 PE: $850,000 ROW: $300,000 CON: $4,800,000	$385,130	$243,240 ROW	Capacity Expansion	STP 80 % Federal 20 % State 0 % Local	CIRC Alt Phase I project. Construction of a new road connecting VT2A and VT117. **VTrans PM:** Deforge, Ande
BP071 **Multi-Use Safety Path** Central Street to North Street **VTrans Number:** TAP TA13( )/ STP SDWK(17)	**$310,150** CON				Total: $497,500 PE: $91,600 ROW: $8,000 CON: $397,900	$132,000	$310,150 CON	Bike/ Pedestrian	STP 80 % Federal 0 % State 20 % Local	Funding includes 2013 TE Grant ($250,000) and 2013 CCRPC Sidewalk Grant ($139,834). **VTrans PM:** Perrigo, Joel

* Future project costs escalated at a rate of 2% per year.

CCRPC # / Project Location	FY15-18 Federal Funds: FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information: Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP111 **Pearl Street Improvements** Post Office Square to 5-Corners **VTrans Number:** STP 5300(14)		**CIRC Alternative Project**			Total: $2,300,000 PE: ROW: CON:		$200,000 PE	Function and Performance Preservation	STP 80 % Federal 20 % State 0 % Local	*CIRC Alternatives Phase II implementation project.* ***VTrans PM:*** *Perrigo, Joel*
Essex-Richmond										
HP098 **VT117 Paving** **VTrans Number:** STP 2931( )	**$6,272,000** CON				Total: $8,290,000 PE: $450,000 ROW: CON: $7,840,000		$360,000 PE	Function and Performance Preservation	STP 80 % Federal 20 % State 0 % Local	*1.2 miles east of 5-Corners extending 6.8 miles to US2.* ***VTrans PM:*** *Fowler, Mike*
Hinesburg										
BP054 **Hinesburg Village VT116 Corridor Improvements** Charlotte Road to Community School, West Side **VTrans Number:** STP SRIN(24)/STP EH08( )		**Funds to be obligated in FY14**			Total: $552,993 PE: $99,635 ROW: $5,000 CON: $448,358	$88,400	$350,000 CON	Bike/ Pedestrian	STP 80 % Federal 0 % State 20 % Local	*Project funding as follows: Enhancement $240,000; SR2S $200,000; Local $112,993. SR2S funding 100% Federal.* ***VTrans PM:*** *Kaplan, Jon*
BP066 **Village North Sidewalk** VT116 from Commerce Street to Riggs Road **VTrans Number:** STP BIKE(54)	**$124,000** CON				Total: $255,000 PE: $85,000 ROW: $15,000 CON: $155,000	$68,918	$152,000 CON	Bike/ Pedestrian	STP 80 % Federal 10 % State 10 % Local	*2012 Bike and Pedestrian award* ***VTrans PM:*** *Perrigo, Joel*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP058 **VT116/CVU Road Improvements** VT116/TH1/TH7 **VTrans Number:** STPG 021-1(19)			**$2,106,810** **CON**		*Total: $2,423,949* *PE: $248,949* *ROW: $150,000* *CON: $2,025,000*	*$106,532*	*$150,000 ROW*	*Function and Performance Preservation*	*STP* *100 % Federal* *0 % State* *0 % Local*	*Improvements including left turn lanes on VT116. Sect. 164 funds used for PE.* ***VTrans PM:*** *Traffic Operations*
Huntington										
BR042 **Bridge 30 on Camels Hump Road** BR30 on TH22 **VTrans Number:** BRO 1445(35)	**$140,000** **PE/ROW**	**$522,240** **CON**			*Total: $840,000* *PE: $165,000* *ROW: $50,000* *CON: $640,000*	*$16,000*	*$132,000 PE*	*Bridge Preservation*	*STP* *80 % Federal* *10 % State* *10 % Local*	*$16,000 obligated to scoping in FY13.* ***VTrans PM:*** *Carlson, Carolyn*
BR045 **Bridge 8 on Main Road (South of Moody Road)** BR8 on FAS0211 **VTrans Number:** BF 0211(32)	**$210,000** **PE**				*Total:* *PE:* *ROW:* *CON:*		*$75,000 PE*	*Bridge Preservation*	*STP* *80 % Federal* *10 % State* *10 % Local*	*$40,000 obligated to scoping in FY13.* ***VTrans PM:*** *Williams, Chris*
BP074 **Lower Village Bike/Pedestrian Scoping Study** **VTrans Number:** STP BP13(17)		**Funds to be obligated in FY14**			*Total: $33,000* *PE:* *ROW:* *CON:*		*$29,188 Scoping*	*Bike/ Pedestrian*	*STP* *80 % Federal* *10 % State* *10 % Local*	*2013 Bike/Ped Grant for scoping of bike/pedestrian needs in Village Center.* ***VTrans PM:*** *Kaplan, Jon*
Interstate/Expressway										
BR047 **I-89 Bridge Rehabilitation, Bolton** Culvert 51-3 Carrying Notch Road **VTrans Number:** IM 089-2(45)	**$200,000** **PE**				*Total:* *PE:* *ROW:* *CON:*	*$22,500*		*Bridge Preservation*	*NHPP* *90 % Federal* *10 % State* *0 % Local*	*Project scoping underway. $22,500 obligated to scoping in FY13.* ***VTrans PM:*** *Williams, Chris*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
BR032 **I-89 Bridge Rehabilitation, Colchester** BR76 (Bay Road) and BR77 (Munson Flats Marsh) **VTrans Number:** IM 089-3(69)	**$200,000** **PE**				*Total:* *PE:* *ROW:* *CON:*	*$22,500*		*Bridge Preservation*	*NHPP* *90 % Federal* *10 % State* *0 % Local*	*Necessary rehabilitation of bridges 76 N&S and 77 N&S. Scoping underway. $22,500 obligated to scoping.* ***VTrans PM:*** *Williams, Chris*
BR044 **I-89 Bridge Rehabilitation, Colchester** Culvert 75-1N **VTrans Number:** IM 089-3(71)	**$200,000** **PE**				*Total:* *PE:* *ROW:* *CON:*	*$22,500*		*Bridge Preservation*	*NHPP* *90 % Federal* *10 % State* *0 % Local*	*Project scoping underway. $22,500 obligated to scoping.* ***VTrans PM:*** *Williams, Chris*
BR039 **I-89 Bridge Replacement, Milton** Bridge 81 over the Lamoille River **VTrans Number:** IM 089-3(66)	**Funds to be obligated in FY14**				*Total:* *$25,683,115* *PE:* *$225,315* *ROW:* *CON:* *$25,457,800*	*$22,903,056*	*$9,820,000 CON*	*Bridge Preservation*	*NHPP* *90 % Federal* *10 % State* *0 % Local*	*Design build project.* ***VTrans PM:*** *Sumner, Todd*
BR051 **I-89 Culvert Improvements, Milton** Mile Marker 104.15 **VTrans Number:** IM 089-3(075)	**$180,000** **CON**				*Total:* *$275,000* *PE:* *$75,000* *ROW:* *CON:* *$200,000*		*$67,500 PE*	*Bridge Preservation*	*NHPP* *90 % Federal* *10 % State* *0 % Local*	*Permanent repairs to a sinkhole on I-89 between Exit 17 and 18.* ***VTrans PM:*** *Upmal, Ken*
BR041 **I-89 Culvert Improvements, South Burlington** Culverts 63 and 64. **VTrans Number:** IM CULV(24)	**Funds to be obligated in FY14**				*Total:* *$9,800,000* *PE:* *$300,000* *ROW:* *CON:* *$9,500,000*	*$45,000*	*$8,550,000 CON*	*Bridge Preservation*	*NHPP* *90 % Federal* *10 % State* *0 % Local*	*Design build project.* ***VTrans PM:*** *Sumner, Todd*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information: Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HC012 **I-89 Exit 14 Upgrades** **VTrans Number:**	**$950,000** **PE/CON**				*Total: $1,564,400* *PE:* *ROW:* *CON:*			*Capacity Expansion*	*SAFETEA-LU Earmark* *80 % Federal* *% State* *% Local*	*SAFETEA-LU earmark. Demo ID number VT039. Earmark amount $4 M programmed at 90%. $2.1 M was used for Improvements to I-89 Exit 14 Ramp C, $150,000 for Intercept Facility Scoping, $401,588 for Staples Lane.* ***VTrans PM:*** *Earmark*
HP116 **I-89 Resurfacing, Richmond-Colchester** Northbound and Southbound Lanes **VTrans Number:** IM SURF(38)		**Funds to be obligated in FY14**			*Total: $6,025,000* *PE: $25,000* *ROW:* *CON: $6,000,000*	*$4,858,074*	*$1,912,500 CON*	*Function and Performance Preservation*	*NHPP* *90 % Federal* *10 % State* *0 % Local*	*0.75 miles north of Exit 11 to 0.38 miles north of Exit 16 -- 12.9 miles* ***VTrans PM:*** *Fowler, Mike*
Jericho										
BP065 **Browns Trace Multimodal Connection** Jericho Center to MMU High School **VTrans Number:** STP EH12(10)	**$200,000** **CON**				*Total: $317,200* *PE: $65,800* *ROW: $3,000* *CON: $248,400*	*$56,000*	*$203,720 ROW/CON*	*Bike Pedestrian*	*STP* *80 % Federal* *0 % State* *20 % Local*	***VTrans PM:*** *Perrigo, Joel*
BP055 **VT15 Footbridge** **VTrans Number:** STP FTBR(3)		**Funds to be obligated in FY14**			*Total: $1,132,450* *PE: $292,450* *ROW: $40,000* *CON: $800,000*	*$243,200*	*$560,000 CON*	*Bike Pedestrian*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Reconstruction of a previously existing pedestrian bridge adjacent to VT15.* ***VTrans PM:*** *Sargent, Mark*

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CCRPC # Project Location	FY15-18 Federal Funds FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information: Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP093 **VT15/Browns Trace Intersection Improvements** **VTrans Number:** STP HES 030-1(21)		**$1,829,880** CON			Total: $2,240,349 PE: $345,479 ROW: $100,000 CON: $1,794,852	$225,000	$100,000 ROW	Function and Performance Preservation	Safety 90 % Federal 10 % State 0 % Local	To be funded with Section 148 HSIP funds. Westbound left turn lane to be added. **VTrans PM:** Traffic Operations
Milton										
BP075 **McMullen Road Sidewalk Improvement Project** **VTrans Number:** STP BP13(3)	**$300,000** CON				Total: $422,780 PE: $40,090 ROW: $15,000 CON: $381,190		$45,000 PE/ROW	Bike Pedestrian	STP 80 % Federal 10 % State 10 % Local	2013 Bike Ped Grant for design and construction of sidewalk along McMullen Rd. from Railroad St. to Hobbs Rd. **VTrans PM:** Kaplan, Jon
HP015 **US2/Bear Trap Road (TH40)** **VTrans Number:** HES 028-1(27)	**$50,000** CON				Total: $69,912 PE: $19,912 ROW: CON: $50,000		$50,000 CON	Function and Performance Preservation	Safety 100 % Federal 0 % State 0 % Local	New roadway delineation and new dynamic warning signs **VTrans PM:** Coburn, Patti
HP007 **US7/Middle Rd/Railroad St Intersection** US7/TH1 **VTrans Number:** STP 5800(3)		**$510,000** ROW			Total: $4,630,000 PE: $150,000 ROW: $500,000 CON: $3,980,000	$200,000		Function and Performance Preservation	STP 100 % Federal 0 % State 0 % Local	$150,000 from project OT001 Regional Safety applied to this project in FY13. **VTrans PM:** Coburn, Patti
Regional										
BR003 **Bridge Inspection** Regional **VTrans Number:**	**$50,000** PE	**$50,000** PE	**$50,000** PE	**$50,000** PE	Total: PE: ROW: CON:		$50,000 PE	Bridge Preservation	NHPP/STP % Federal % State % Local	CCRPC share of VTrans bridge inspection program. **VTrans PM:** Regional

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CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
BR033 **Bridge Preventative Maintenance** Regional **VTrans Number:**	**$250,000** **PE/ROW/CON**	**$250,000** **PE/ROW/CON**	**$250,000** **PE/ROW/CON**	**$250,000** **PE/ROW/CON**	*Total:* *PE:* *ROW:* *CON:*		*$250,000* *PE/ROW/CON*	*Bridge Preservation*	*NHPP/STP* *% Federal* *% State* *% Local*	*Bridge preventative maintenance and painting for state and interstate bridges in Chittenden County.* ***VTrans PM:*** *Regional*
BR004 **Bridge Scoping and Preliminary Engineering** Regional **VTrans Number:**	**$100,000** **PE**	**$100,000** **PE**	**$100,000** **PE**	**$100,000** **PE**	*Total:* *PE:* *ROW:* *CON:*		*$50,000* *PE*	*Bridge Preservation*	*NHPP/STP* *% Federal* *% State* *% Local*	*Funding for VTrans scoping and preliminary engineering.* ***VTrans PM:*** *Regional*
HC003I **Circ Alternatives Phase II and Phase III Projects** **VTrans Number:**	**$500,000** **PE/ROW/CON**	**$500,000** **PE/ROW/CON**	**$500,000** **PE/ROW/CON**	**$500,000** **PE/ROW/CON**	*Total:* *PE:* *ROW:* *CON:*			*Function and Performance Preservation*	*NHPP/STP* *% Federal* *% State* *% Local*	*Phase II and Phase III Circ Alternatives Projects identified by the Circ communities and the Circ Task Force.* ***VTrans PM:*** *CIRC Alternative*
IN011 **Circ Alternatives TDM/TSM Projects - Phase I** **VTrans Number:**	**$300,000**				*Total:* *$620,000* *PE:* *ROW:* *CON:*		*$496,000*	*Intermodal*	*STP* *80 % Federal* *20 % State* *0 % Local*	*TDM/TSM projects targeting the Circ Study Area. FY15 funding for signal improvements (10 signals).* ***VTrans PM:*** *CCRPC*
IN012 **Circ Alternatives TDM/TSM Projects - Phase II** **VTrans Number:**	**$250,000**	**$500,000**			*Total:* *$650,000* *PE:* *ROW:* *CON:*		*$500,000*	*Intermodal*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alternatives Phase II implementation project. $500,000 for Adaptive Signal Control and $250,000 for Go! Chittenden County.* ***VTrans PM:*** *CIRC Alternative*

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CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
OT006 **Design Scoping Projects** Regional **VTrans Number:**	**$100,000** **PE**	**$100,000** **PE**	**$100,000** **PE**	**$100,000** **PE**	*Total:* *PE:* *ROW:* *CON:*		*$100,000* *PE*	*Other*	*NHPP/STP* *% Federal* *% State* *% Local*	*Funding for Vtrans scoping in Chittenden County.* ***VTrans PM:*** *Regional*
OT005 **Local Roads** Regional **VTrans Number:**	**$16,000** **PE**	**$16,000** **PE**	**$16,000** **PE**	**$16,000** **PE**	*Total:* *PE:* *ROW:* *CON:*		*$16,000* *PE*	*Function and Performance Preservation*	*LTAP* *80 % Federal* *20 % State* *0 % Local*	*CCRPC's share of the statewide Local Roads program. Funds are non-constrained.* ***VTrans PM:*** *Regional*
OT017 **Modifications and Overruns** **VTrans Number:**	**$500,000** **PE/ROW/CON**	**$500,000** **PE/ROW/CON**	**$500,000** **PE/ROW/CON**	**$500,000** **PE/ROW/CON**	*Total:* *PE:* *ROW:* *CON:*		*$500,000* *PE/ROW/CON*	*Other*	*NHPP/STP* *% Federal* *% State* *% Local*	*Funds to be used for projects that have been completed but are still incurring costs.* ***VTrans PM:*** *Regional*
HP012 **Pavement Marking** Regional **VTrans Number:**	**$40,000** **CON**	**$40,000** **CON**	**$40,000** **CON**	**$40,000** **CON**	*Total:* *PE:* *ROW:* *CON:*		*$40,000* *CON*	*Function and Performance Preservation*	*NHPP STP* *100 % Federal* *0 % State* *0 % Local*	*Funding for VTrans annual pavement marking in Chittenden County.* ***VTrans PM:*** *Regional*
HP016 **Paving** Regional **VTrans Number:**	**$50,000** **PE/CON**	**$50,000** **PE/CON**	**$50,000** **PE/CON**	**$50,000** **PE/CON**	*Total:* *PE:* *ROW:* *CON:*		*$50,000* *PE/CON*	*Function and Performance Preservation*	*NHPP/STP* *% Federal* *% State* *% Local*	*Funding for VTrans design of paving projects in Chittenden County.* ***VTrans PM:*** *Regional*

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CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
BP022 **Regional Recreational Trails** **VTrans Number:**	$70,000 CON	$70,000 CON	$70,000 CON	$70,000 CON	Total: PE: ROW: CON:		$70,000 CON	Bike Pedestrian	Rec Trails 80 % Federal 0 % State 20 % Local	Recreational trails program administered by the Vermont Agency of Natural Resources. **VTrans PM:** Regional
OT001 **Regional Safety** Regional **VTrans Number:**	$250,000 PE/ROW/CON	$250,000 PE/ROW/CON	$250,000 PE/ROW/CON	$250,000 PE/ROW/CON	Total: PE: ROW: CON:		$250,000 PE/ROW/CON	Function and Performance Preservation	Safety 80 % Federal % State % Local	Funding for safety projects. **VTrans PM:** Regional
BP040 **Sidewalks in Chittenden County** **VTrans Number:** STP SDWK( )	$300,000 PE/ROW/CON	$300,000 PE/ROW/CON	$300,000 PE/ROW/CON	$300,000 PE/ROW/CON	Total: PE: ROW: CON:		$300,000 PE/ROW/CON	Bike/ Pedestrian	STP 80 % Federal 0 % State 20 % Local	Funding for new CCRPC sidewalk awards. **VTrans PM:** Scribner, Sue
HP115 **Slopes and Slides** **VTrans Number:**	$250,000 PE/ROW/CON	$250,000 PE/ROW/CON	$250,000 PE/ROW/CON	$250,000 PE/ROW/CON	Total: PE: ROW: CON:		$250,000 PE/ROW/CON	Function and Performance Preservation	NHPP/STP % Federal % State % Local	Funding for projects to address and maintain stability of slopes. **VTrans PM:** Regional
HP050 **Statewide Traffic Signal Re-Timing** **VTrans Number:** TMNG(006)	$35,000 PE	$35,000 PE	$35,000 PE	$35,000 PE	Total: PE: ROW: CON:		$35,000 PE	Function and Performance Preservation	STP 100 % Federal 0 % State 0 % Local	Funding for Chittenden County share of VTrans statewide optimization of traffic signals on the state system. **VTrans PM:** Nyquist, Bruce

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CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP027 **Traffic Signals** Regional **VTrans Number:**	**$10,000** **PE**	**$10,000** **PE**	**$10,000** **PE**	**$10,000** **PE**	*Total:* *PE:* *ROW:* *CON:*		*$10,000* *PE*	*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Funding for VTrans scoping and preliminary engineering for traffic signals on the state system in Chittenden County.* ***VTrans PM:*** *Regional*
HP054 **Traffic Signals and Optimization** **VTrans Number:** TMNG( )	**$100,000** **PE/CON**	**$100,000** **PE/CON**	**$100,000** **PE/CON**	**$100,000** **PE/CON**	*Total:* *PE:* *ROW:* *CON:*		*$100,000* *PE/CON*	*Function and Performance Preservation*	*STP* *100 % Federal* *0 % State* *0 % Local*	*CCRPC traffic signal project.* ***VTrans PM:*** *Scribner, Sue*
Richmond										
BR046 **Richmond Bridge 32 on US2 over Snipe Ireland Brook** **VTrans Number:** BF 0284(28)	**$200,000** **PE**				*Total:* *PE:* *ROW:* *CON:*		*$75,000* *PE*	*Bridge Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*$20,000 from project OT006 Design Scoping Project applied to scoping in FY13.* ***VTrans PM:*** *Williams, Chris*
IN009 **Richmond Park and Ride** **VTrans Number:** CMG PARK(31)	**Funds to be obligated in FY14**				*Total:* *$1,565,619* *PE:* *$365,000* *ROW:* *CON:* *$1,200,619*	*$1,380,251*	*$1,000,000* *CON*	*Intermodal*	*CMAQ* *100 % Federal* *0 % State* *0 % Local*	*Expansion of the Richmond Park and Ride Lot.* ***VTrans PM:*** *Davis, Wayne*
Shelburne										
OT022 **Shelburne Ferry Boat Project** **VTrans Number:** LFDC(1)	**$1,760,000** **CON**				*Total:* *$2,325,000* *PE:* *$125,000* *ROW:* *CON:* *$2,200,000*		*$1,360,000* *PE CON*	*Other*	*FBP* *80 % Federal* *0 % State* *20 % Local*	*Replace existing dry dock marine maintenance facility at 4650 Harbor Road. Match to be provided by Lake Champlain Transportation Co.* ***VTrans PM:*** *Bohl, Tina*

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CCRPC # Project Location	FY15-18 Federal Funds FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information: Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
South Burlington										
HC010B **Market Street Reconstruction** Transportation Improvements **VTrans Number:** STP 5200(17)		**$3,690,700** CON			*Total: $6,663,369* *PE: $2,000,000* *ROW: $50,000* *CON: $4,613,369*	*$925,000*	*$50,000 ROW*	*Capacity Expansion*	*SAFETEA-LU Earmark* *80 % Federal* *0 % State* *20 % Local*	*Demo ID number VT058. Earmark amount $5 M programmed at 90%. Balance of PE to come from STP Earmark (Project HC010A).* ***VTrans PM:*** *Perrigo, Joel*
HC013 **US2/Exit 14 Improvements** Sheraton/Staples Intersection to Exit 14 **VTrans Number:** STP 5200(18)	**$641,500** CON				*Total: $3,750,000* *PE: $550,000* *ROW: $100,000* *CON: $3,100,000*	*$588,108*	*$1,872,000 CON*	*Capacity Expansion*	*SAFETEA-LU Earmark* *80 % Federal* *10 % State* *10 % Local*	*SAFETEA-LU earmark. Demo ID number VT033. Earmark amount $3 M programmed at 90%. $401,588 to come from I-89 Exit 14 Upgrades Demo ID VT039.* ***VTrans PM:*** *Deforge, Ande*
BR043 **VT116 Potash Brook Culvert** **VTrans Number:** STP SCRP(8)	**$720,000** CON				*Total: $1,100,000* *PE: $100,000* *ROW: $100,000* *CON: $900,000*	*$401,540*		*Bridge Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Replace culvert* ***VTrans PM:*** *Upmal, Ken*
South Burlington-Williston										
HP104 **US2 Paving** **VTrans Number:** NH 2944(1)	**$2,035,108** CON				*Total: $2,814,211* *PE: $304,211* *ROW:* *CON: $2,510,000*	*$81,080*	*$2,068,240 CON*	*Function and Performance Preservation*	*NHPP* *80 % Federal* *20 % State* *0 % Local*	*Paving beginning 1.3 miles east of VT116 and extending east 2.2 miles.* ***VTrans PM:*** *Fowler, Mike*

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CCRPC # / Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
Transit										
TR072 **CCTA "Next Bus" ITS System** **VTrans Number:**	$800,000	$250,000	$250,000	$250,000	Total: PE: ROW: CON:			Transit	STP Transfer 80 % Federal 10 % State 10 % Local	Passenger information system for bus arrival times. FY15 & FY16 funding in place. Future fiscal years pending award of additional funds. **VTrans PM:** Transit
TR062 **CCTA Capital - Bus Replacement** **VTrans Number:**		$2,000,000	$2,800,000		Total: PE: ROW: CON:			Transit	STP Transfer 80 % Federal 10 % State 10 % Local	Purchase of replacement buses. Pending award of funds to CCTA. **VTrans PM:** Transit
TR061 **CCTA Capital - Buses, Facilities and Equipment** **VTrans Number:**	$2,500,000	$2,000,000	$500,000		Total: PE: ROW: CON:			Transit	FTA Sec. 5309/STP Transfer 80 % Federal 10 % State 10 % Local	Federal funds for vehicle replacement past their useful life, facilities, transit technology, shelters, lighting and bike racks. Pending award of additional funds. **VTrans PM:** Transit
TR068-RS **CCTA Capital - Cambridge Route Vehicles** **VTrans Number:**	$432,000	$432,000			Total: PE: ROW: CON:			Transit	STP Transfer 80 % Federal 10 % State 10 % Local	Pending award of funds to CCTA. **VTrans PM:** Transit
TR078 **CCTA Capital - Facility and Bus Heavy Repairs** **VTrans Number:**	$200,000	$200,000	$200,000		Total: PE: ROW: CON:		$200,000	Transit	STP Transfer 80 % Federal 10 % State 10 % Local	Facility and bus PM such as HVAC, energy efficiency, roof, doors, lifts, engines, transmissions, floors, radiators. **VTrans PM:** Transit

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CCRPC # Project Location	FY15-18 Federal Funds FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information: Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
TR076 **CCTA Capital - Fare Payment System Improvement** **VTrans Number:**				**$1,000,000**	*Total:* *PE:* *ROW:* *CON:*			*Transit*	*STP Transfer* *80 % Federal* *10 % State* *10 % Local*	*Contactless card fare payment system. Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR003A **CCTA Capital - Federal** **VTrans Number:**	**$100,000**	**$100,000**	**$100,000**	**$100,000**	*Total:* *PE:* *ROW:* *CON:*		*$100,000*	*Transit*	*FTA Sec. 5307* *80 % Federal* *10 % State* *10 % Local*	*Federal formula funds.* ***VTrans PM:*** *Transit*
TR003B **CCTA Capital - Federal** **VTrans Number:**	**$161,000**	**$165,830**	**$170,805**	**$175,929**	*Total:* *PE:* *ROW:* *CON:*		*$220,000*	*Transit*	*FTA Sec. 5339* *80 % Federal* *10 % State* *10 % Local*	*Federal Bus and Bus Facility Program.* ***VTrans PM:*** *Transit*
TR083 **CCTA Capital - Mini Hybrid Retrofit** 10 buses annually **VTrans Number:**	**$96,000**				*Total:* *PE:* *ROW:* *CON:*		*$96,000*	*Transit*	*STP Transfer* *80 % Federal* *10 % State* *10 % Local*	*Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR079C **CCTA Mobility Management** **VTrans Number:**	**$156,000**	**$156,000**	**$156,000**	**$156,000**	*Total:* *PE:* *ROW:* *CON:*		*$50,000*	*Transit*	*FTA Sec. 5310 Urbanized Allocation* *80 % Federal* *0 % State* *20 % Local*	*Mobility management. Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*

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CCRPC # Project Location	FY15-18 Federal Funds FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Other Project Information: Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
TR002 **CCTA Operating - Federal** **VTrans Number:**	$2,400,000	$2,500,000	$2,600,000	$2,700,000	Total: PE: ROW: CON:		$2,300,000	Transit	FTA Sec. 5307 50 % Federal 0 % State 50 % Local	Federal formula portion only. **VTrans PM:** Transit
TR006 **CCTA Operating - State** **VTrans Number:** State operating					Total: PE: ROW: CON:			Transit	State Funds 0 % Federal 100 % State 0 % Local	State assistance only - no federal funds involved. **VTrans PM:** Transit
TR030B **CCTA Operation** **VTrans Number:**	$161,573	$166,420	$171,413		Total: PE: ROW: CON:		$156,857	Transit	Transfer from 5311 to 5307 50 % Federal 50 % State 0 % Local	Pending award of funds to CCTA. **VTrans PM:** Transit
TR063 **CCTA Passenger Amenities** **VTrans Number:**	$85,000	$85,000	$85,000	$85,000	Total: PE: ROW: CON:			Transit	STP Transfer 80 % Federal 10 % State 10 % Local	Funding for shelters with solar lights. Pending award of funds to CCTA. **VTrans PM:** Transit
TR008C **CCTA Preventative Maintenance** **VTrans Number:**	$29,870	$30,766	$31,689		Total: PE: ROW: CON:		$29,000	Transit	STP Transfer 80 % Federal 0 % State 20 % Local	Pending award of funds to CCTA. **VTrans PM:** Transit

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CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
TR046 **CCTA Preventative Maintenance** **VTrans Number:**	**$1,393,407**	**$1,425,188**	**$1,434,775**	**$1,500,000**	*Total:* *PE:* *ROW:* *CON:*		*$1,042,143*	*Transit*	*STP Transfer* *80 % Federal* *0 % State* *20 % Local*	*Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR054(5)-PM **CCTA Preventative Maintenance** Burlington-Montpelier 6:45 AM Trip **VTrans Number:**		**$15,700**	**$30,000**	**$32,500**	*Total:* *PE:* *ROW:* *CON:*			*Transit*	*STP Transfer* *80 % Federal* *0 % State* *20 % Local*	*Pending award of funds to CCTA. (Burlington-Montpelier 6:45 AM trip)* ***VTrans PM:*** *Transit*
TR068-PM **CCTA Preventative Maintenance** Cambridge Route **VTrans Number:**		**CIRC Alternative Project**	**$86,000**	**$172,000**	*Total:* *PE:* *ROW:* *CON:*			*Transit*	*STP Transfer* *80 % Federal* *0 % State* *20 % Local*	*Pending award of funds to CCTA. (Cambridge route)* ***VTrans PM:*** *Transit*
TR084-PM **CCTA Preventative Maintenance** Williston Mid-Day **VTrans Number:**			**$15,335**	**$21,600**	*Total:* *PE:* *ROW:* *CON:*			*Transit*	*STP Transfer* *80 % Federal* *20 % State* *0 % Local*	*Pending award of funds to CCTA. (Williston Mid-day)* ***VTrans PM:*** *Transit*
TR054(4)-S **CCTA Service - Burlington-Montpelier Inter-Regional Bus Service** Burlington-Montpelier **VTrans Number:**	**$57,000**	**$28,500**	**$28,500**	**$28,500**	*Total:* *PE:* *ROW:* *CON:*		*$29,000*	*Transit*	*CMAQ* *80 % Federal* *0 % State* *20 % Local*	*Additional trip at 4 pm on Burlington-Montpelier link due to standees. Pending award of funds to CCTA. Funding is shown in year prior to service year to accommodate application review time. FY15 funding reflects FY15 and FY16 service.* ***VTrans PM:*** *Transit*

* Future project costs escalated at a rate of 2% per year.

CCRPC # / Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
TR054(5)-S **CCTA Service - Burlington-Montpelier Inter-Regional Bus Service** Burlington-Montpelier **VTrans Number:**	**$25,137**	**$15,700**			*Total:* *PE:* *ROW:* *CON:*		*$25,000*	*Transit*	*CMAQ* *80 % Federal* *0 % State* *20 % Local*	*6:45 AM trip added due to overcrowding. Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR068-S **CCTA Service - Cambridge Route** Cambridge Route **VTrans Number:**	**$174,440**	**$172,000** **CIRC Alternative Project**	**$86,000**		*Total:* *PE:* *ROW:* *CON:*		*$172,000*	*Transit*	*CMAQ* *80 % Federal* *20 % State* *0 % Local*	*Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR085-S **CCTA Service - Essex Evening** Essex **VTrans Number:**	**$70,000**	**$35,000**	**$35,000**	**$35,000**	*Total:* *PE:* *ROW:* *CON:*		*$36,663*	*Transit*	*CMAQ* *80 % Federal* *0 % State* *20 % Local*	*Pending award of funds to CCTA. Funding is shown in year prior to service year to accommodate application review time. FY15 funding reflects FY15 and FY16 service.* ***VTrans PM:*** *Transit*
TR067-S **CCTA Service - Hinesburg Route** Hinesburg Route **VTrans Number:**	**$121,910**	**$62,150**	**$64,636**	**$67,221**	*Total:* *PE:* *ROW:* *CON:*		*$61,000*	*Transit*	*CMAQ* *80 % Federal* *0 % State* *20 % Local*	*Pending award of funds to CCTA. Funding is shown in year prior to service year to accommodate application review time. FY15 funding reflects FY15 and FY16 service.* ***VTrans PM:*** *Transit*
TR074-S **CCTA Service - Milton Route** Milton **VTrans Number:**	**$330,000**	**$165,000**	**$165,000**	**$169,750**	*Total:* *PE:* *ROW:* *CON:*		*$177,804*	*Transit*	*CMAQ* *80 % Federal* *0 % State* *20 % Local*	*Pending award of funds to CCTA. Funding is shown in year prior to service to accommodate application review time. FY15 funding reflects FY15 and FY16 service.* ***VTrans PM:*** *Transit*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
TR086-S **CCTA Service - Milton/Colchester to Burlington** **VTrans Number:**	**$28,125**	**$28,969** **CIRC Alternative Project**	**$29,838**		*Total:* *PE:* *ROW:* *CON:*			*Transit*	*CMAQ* *80 % Federal* *20 % State* *0 % Local*	*Additional stops in Colchester on Milton route.* ***VTrans PM:*** *Transit*
TR077-S **CCTA Service - North Avenue Increased Peak Frequencies** North Avenue **VTrans Number:**		**$321,000**	**$321,000**	**$321,000**	*Total:* *PE:* *ROW:* *CON:*			*Transit*	*CMAQ* *80 % Federal* *0 % State* *20 % Local*	*15-minute service. Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR064-S **CCTA Service - US2 Corridor** US2 **VTrans Number:**	**$1,420,299**	**$710,229**	**$739,776**	**$761,969**	*Total:* *PE:* *ROW:* *CON:*		*$677,000*	*Transit*	*CMAQ* *80 % Federal* *20 % State* *0 % Local*	*Pending award of funds to CCTA. Funding is shown in year prior to service year to accommodate application review time. FY15 funding reflects FY15 and FY16 service.* ***VTrans PM:*** *Transit*
TR084-S **CCTA Service - Williston Mid-Day** Williston Mid-Day **VTrans Number:**	**$21,600**	**$21,600** **CIRC Alternative Project**	**$15,335**		*Total:* *PE:* *ROW:* *CON:*		*$21,600*	*Transit*	*CMAQ* *80 % Federal* *0 % State* *20 % Local*	*Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR075B **Paratransit Rolling Stock - ADA Sedans, Expansion** **VTrans Number:**		**$22,500**			*Total:* *PE:* *ROW:* *CON:*			*Transit*	*STP Transfer* *80 % Federal* *10 % State* *10 % Local*	*Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
TR075A **Paratransit Rolling Stock - ADA Sedans, Replacement** **VTrans Number:**	**$40,000**	**$45,000**	**$24,500**	**$110,000**	*Total:* *PE:* *ROW:* *CON:*		*$48,000*	*Transit*	*STP Transfer* *80 % Federal* *10 % State* *10 % Local*	*Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR004 **Paratransit Rolling Stock - ADA Vans** **VTrans Number:**	**$125,750**		**$204,000**	**$140,000**	*Total:* *PE:* *ROW:* *CON:*		*$58,240*	*Transit*	*STP Transfer* *80 % Federal* *10 % State* *10 % Local*	*CCTA vans for ADA service. Funding pending award of funds.* ***VTrans PM:*** *Transit*
TR060B **Paratransit Rolling Stock - Elderly & Disabled Vans, Essex** **VTrans Number:**	**$65,000**		**$58,240**		*Total:* *PE:* *ROW:* *CON:*			*Transit*	*VT. Sec. 5310* *80 % Federal* *10 % State* *10 % Local*	*Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*
TR060A **Paratransit Rolling Stock - Elderly & Disabled Vans/Mini-Vans** **VTrans Number:**	**$315,000**	**$200,000**	**$203,000**	**$405,000**	*Total:* *PE:* *ROW:* *CON:*		*$291,200*	*Transit*	*VT. Sec. 5310* *80 % Federal* *10 % State* *10 % Local*	*Funding pending award.* ***VTrans PM:*** *Transit*
TR080 **Paratransit Scheduling Software and Hardware** **VTrans Number:**	**$600,000**				*Total:* *PE:* *ROW:* *CON:*		*$500,800*	*Transit*	*FTA Sec. 5309* *80 % Federal* *20 % State* *0 % Local*	*Funds awarded to VTrans. Pending award of funds to CCTA.* ***VTrans PM:*** *Transit*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
IN001C **Regional Transit Center - Downtown Burlington** **VTrans Number:**	**$6,416,146**	**$3,000,000**			*Total:* *PE:* *ROW:* *CON:*		*$548,000 CON*	*Intermodal*	*STP Transfer* *80 % Federal* *10 % State* *10 % Local*	*Construction cost for regional transit center, $548,000 from FY13 transfer.* ***VTrans PM:*** *Transit*
TR082 **Transit Shelters in Circ Study Area** **VTrans Number:**	**$150,000**	**CIRC Alternative Project**			*Total:* *$512,000* *PE:* *ROW:* *CON:*			*Transit*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Construction solar shelters with bike racks in Colchester and Essex (VT15) and 6 solar shelters with bike racks in Williston (US2 and VT2A).* ***VTrans PM:*** *Transit*
Underhill										
BP077 **VT15/Underhill Flats Sidewalks** **VTrans Number:** STP BP13(5)	**$300,000** **CON**				*Total:* *$428,000* *PE:* *$62,500* *ROW:* *CON:* *$365,500*		*$50,000 PE*	*Bike Pedestrian*	*STP* *80 % Federal* *10 % State* *10 % Local*	*2013 Bike Ped Grant for construction of 2,640 feet of sidewalk along VT15 from Park St. to Dumas.* ***VTrans PM:*** *Kaplan, Jon*
Williston										
BP082 **Harvest Lane Sidewalk** **VTrans Number:** TAP TA14(3)	**$164,000** **CON**				*Total:* *$255,000* *PE:* *$50,000* *ROW:* *$0* *CON:* *$205,000*		*$40,000 PE*	*Bike/ Pedestrian*	*STP* *80 % Federal* *0 % State* *20 % Local*	*$203,000 Transportation Alternatives grant for 1,325 feet of sidewalk on Harvest Lane.* ***VTrans PM:*** *Scribner, Sue*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HC016A **I-89 Exit 12 Improvements - Stage 1** **VTrans Number:**		**CIRC Alternative Project - Funding schedule to be determined**			Total: $2,000,000 PE: ROW: CON:			Capacity Expansion	NHPP/STP % Federal % State % Local	CIRC Alt Phase III project. New shared use path under I-89 and new VT2A lane from Marshall Ave to I-89 NB ramp. **VTrans PM:** CIRC Alternative
HC016B **I-89 Exit 12 Improvements - Stage 2** **VTrans Number:**		**CIRC Alternative Project - Funding schedule to be determined**			Total: $8,500,000 PE: ROW: CON:			Capacity Expansion	NHPP/STP % Federal % State % Local	CIRC Alt Phase III project. New grid streets and at grade intersection on VT2A. **VTrans PM:** CIRC Alternative
HC016C **I-89 Exit 12 Improvements - Stage 3** **VTrans Number:**		**CIRC Alternative Project - Funding schedule to be determined**			Total: $21,000,000 PE: ROW: CON:			Capacity Expansion	NHPP/STP % Federal % State % Local	CIRC Alt Phase III project. Diverging diamond interchange **VTrans PM:** CIRC Alternative
HC016D **I-89 Exit 12 Improvements - Stage 4** **VTrans Number:**		**CIRC Alternative Project - Funding schedule to be determined**			Total: PE: ROW: CON:			Capacity Expansion	NHPP/STP % Federal % State % Local	CIRC Alt Phase III project. VT 2A Boulevard Upgrade from grid street intersection to Taft Corners **VTrans PM:** CIRC Alternative
BP072 **Meadow Run to Alliance Church Path** **VTrans Number:** TAP TA13(3)	**$250,000** CON				Total: PE: ROW: CON: $719,153	$123,190	$250,000 CON	Bike Pedestrian	STP 80 % Federal 0 % State 20 % Local	Project includes $250,000 TA grant. Balance of project cost to be funded by Williston. **VTrans PM:** Kaplan, Jon

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP122 **Mountain View Road Shoulder Improvements** **VTrans Number:**		**CIRC Alternative Project - Funding schedule to be determined**			*Total: $3,500,000* *PE:* *ROW:* *CON:*			*Bike Pedestrian*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project. Shoulder improvements for bike/ped use. Project includes shoulders on Redmond Road to IBM access road.* ***VTrans PM:*** *CIRC Alternative*
BP067 **South Brownell Sidewalk Connector** **VTrans Number:** STP BIKE(52)		**Funds to be obligated in FY14**			*Total: $175,000* *PE: $48,000* *ROW: $17,000* *CON: $110,000*	*$38,918*	*$60,000 CON*	*Bike Pedestrian*	*STP* *80 % Federal* *10 % State* *10 % Local*	*2012 Bike Ped Grant.* ***VTrans PM:*** *Perrigo, Joel*
BP079 **US2 Shared Use Path - Taft Corners to Williston Village** **VTrans Number:**		**CIRC Alternative Project - Funding schedule to be determined**			*Total: $2,800,000* *PE:* *ROW:* *CON:*			*Bike Pedestrian*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alt Phase III project.* ***VTrans PM:*** *CIRC Alternative*
HP010 **US2/Industrial Avenue Intersection** **VTrans Number:** STP M 5500(7)S			**$3,126,420 CON**		*Total: $4,706,237* *PE: $600,000* *ROW: $400,000* *CON: $3,706,237*	*$926,430*	*$460,000 ROW*	*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*Reconstruction of intersection and resurfacing of US2 from S. Burlington line east 1.5 miles.* ***VTrans PM:*** *Martin, Bruce*
HP109 **US2/Trader Lane Traffic Signal** **VTrans Number:** STPG 5500(14)	**$60,000 ROW**	**CIRC Alternative Project**	**$998,784 CON**		*Total: $1,425,000* *PE: $150,000* *ROW: $75,000* *CON: $1,200,000*		*$350,000 PE/ROW*	*Function and Performance Preservation*	*STP* *80 % Federal* *20 % State* *0 % Local*	*CIRC Alternatives Phase II implementation project.* ***VTrans PM:*** *Traffic Operations*

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
HP105 **VT2A Paving** MM 2.77 to 3.92 **VTrans Number:** NH 2949(1)	**$1,087,680** **CON**				Total: $1,620,000 PE: $300,000 ROW: CON: $1,320,000	$81,080		Function and Performance Preservation	NHPP 80 % Federal 20 % State 0 % Local	Paving 1.15 miles of VT2A in Williston. 2.9 miles north of St. George line extending north 1.035 miles. **VTrans PM:** Fowler, Mike
BP080 **VT2A Taft Corners Area Sidewalk/Shared Use Path** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				Total: $450,000 PE: ROW: CON:			Bike Pedestrian	STP 80 % Federal 20 % State 0 % Local	CIRC Alt Phase III project. Project to fill gaps south of US2 and between Knight Ln and O'Brien Ct. **VTrans PM:** CIRC Alternative
HP123 **VT2A/Industrial Avenue/Mountain View Road Intersection Improvements** **VTrans Number:**	**CIRC Alternative Project - Funding schedule to be determined**				Total: $5,300,000 PE: ROW: CON:			Capacity Expansion	STP 80 % Federal 20 % State 0 % Local	CIRC Alt Phase III project. Project includes new two-way left-turn lane between Industrial Ave and River Cove Rd. **VTrans PM:** CIRC Alternative
HP090 **VT2A/James Brown Drive Traffic Signal** **VTrans Number:** STP HES 5500(12)	**CIRC Alternative Project**		**$2,080,800** **CON**		Total: $2,507,816 PE: $418,628 ROW: $200,000 CON: $1,889,188	$300,000	$125,000 ROW	Capacity Expansion	STP 100 % Federal 0 % State 0 % Local	CIRC Alt Phase I project. Traffic signal at James Brown Drive with pedestrian phasing and crosswalks, two-way left-turn lane from River Cove Rd. to Eastview Dr., sidewalk on east side of VT2A. **VTrans PM:**
IN004A **Williston Park and Ride** New park and ride lot south of I-89 **VTrans Number:** CMG PARK(29)	**$300,000** **ROW**		**$1,456,560** **CON**		Total: $1,997,961 PE: $277,961 ROW: $300,000 CON: $1,400,000	$185,000		Intermodal	CMAQ 100 % Federal 0 % State 0 % Local	Construct replacement park and ride lot near I-89 Exit 12. **VTrans PM:** Davis, Wayne

* Future project costs escalated at a rate of 2% per year.

CCRPC # Project Location	FY15-18 Federal Funds				Other Project Information					
	FY15 Phase	FY16 * Phase	FY17 * Phase	FY18 * Phase	Total Cost fed+state+local in 2014 Dollars	Fed. Funds Obligated Thru FY13	FY14 Fed Funds Phase	Project Use Category	Federal Funding Source	Remarks
Winooski										
HP113 **Winooski Circulator**	**$300,000** **CON**				*Total:* *$520,528* *PE:* *$200,528* *ROW:* *$20,000* *CON:* *$300,000*		*$100,000* *PE*	*Function and Performance Preservation*	*Safety* *100 % Federal* *0 % State* *0 % Local*	*$100,000 for PE in FY13 from project OT001 Regional Safety.*
VTrans Number: HES 5100(13)										***VTrans PM:***

* Future project costs escalated at a rate of 2% per year.

Section 3: Summary of Financial Statistics

CCRPC FY2015-2018 TIP Funding by Project Use Category

Funding Uses	FY15 Federal Funds	FY16 Federal Funds	FY17 Federal Funds	FY18 Federal Funds
Function and Performance Preservation	$15,245,788	$12,337,380	$20,590,185	$2,046,906
Bridge Preservation	$3,806,000	$1,136,032	$1,440,000	$400,000
Capacity Expansion	$3,931,500	$21,316,300	$19,538,712	$13,265,100
Bike/ Pedestrian	$2,650,750	$972,052	$370,000	$370,000
Transit	$12,059,111	$11,354,552	$10,605,842	$8,231,469
Intermodal	$7,266,146	$3,500,000	$1,456,560	
Aviation	$5,560,000	$14,185,000	$28,260,000	$13,870,000
Other	$2,360,000	$600,000	$600,000	$600,000
Total	**$52,879,295**	**$65,401,316**	**$82,861,299**	**$38,783,475**

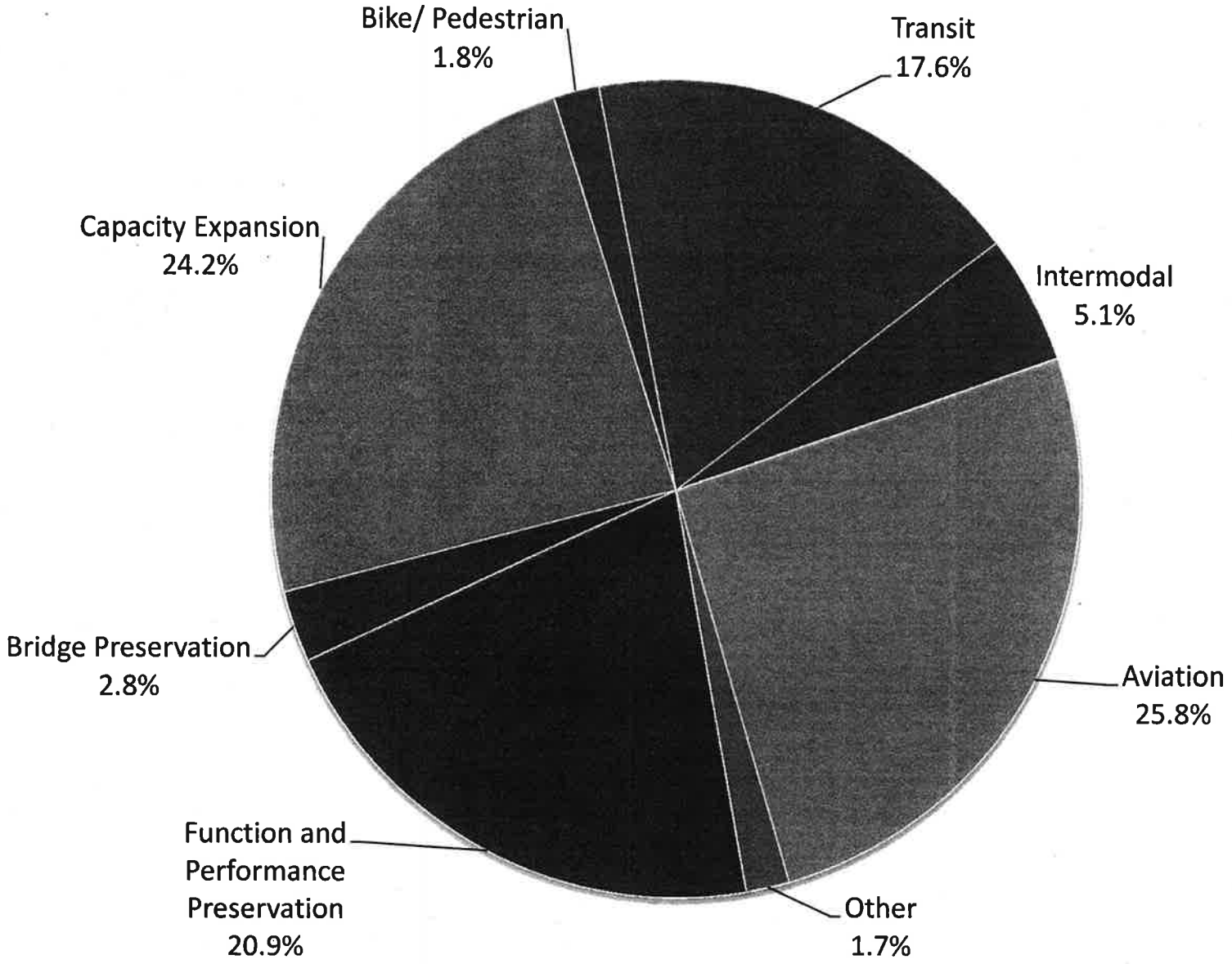
Note: Many projects listed in the categories Function and Performance Preservation, Bridge Preservation and Capacity also include improvements to bike/pedestrian facilities.

CCRPC FY2015-2018 TIP Funding by Federal Funding Source and Constraint Status

Federal Funding Sources and Constraint Status	FY15	FY16	FY17	FY18
FHWA Constrained Funds				
National Highway Preservation Program (NHPP)	$3,122,788	$6,120,000	$3,352,252	
Surface Transportation Program (STP)	$11,803,000	$12,620,332	$25,852,355	$13,710,100
To Be Determined (NHPP or STP)	$840,000	$840,000	$840,000	$840,000
FHWA Constrained Total	**$15,765,788**	**$19,580,332**	**$30,044,607**	**$14,550,100**
FHWA Non-Constrained Funds				
National Highway Preservation Program (NHPP)	$780,000			
STP CIRC Alternatives	$1,790,000	$6,242,800	$4,245,440	$1,295,906
VTrans Bike/Ped or Transportation Alternatives Grant	$1,833,150	$602,052		
Local Transportation Assistance Program (LTAP)	$16,000	$16,000	$16,000	$16,000
Modificatons and Overruns (NHPP or STP)	$500,000	$500,000	$500,000	$500,000
FHWA Non-Constrained Total	**$4,919,150**	**$7,360,852**	**$4,761,440**	**$1,811,906**
FHWA Transfer to FTA				
Congestion, Mitigation, Air Quality (CMAQ)	$2,548,511	$1,560,148	$2,941,645	$1,383,440
STP Transfer	$9,618,173	$7,506,154	$5,161,299	$3,311,100
FHWA Transfer to FTA Total	**$12,166,684**	**$9,066,302**	**$8,102,944**	**$4,694,540**
Federal Earmark or Grant Funds				
SAFETEA-LU Earmark	$4,979,100	$3,690,700		
Regional Recreational Trails	$70,000	$70,000	$70,000	$70,000
Safety (Includes CIRC Alt project Exit 16 Improvements)	$1,200,000	$6,159,880	$7,662,850	$250,000
Ferry Boat Program	$1,760,000			
Earmark or Grant Total	**$8,009,100**	**$9,920,580**	**$7,732,850**	**$320,000**
Federal Transit Administration (FTA) Funds				
FTA Section 5307 Formula Funds	$2,500,000	$2,600,000	$2,700,000	$2,800,000
FTA Section 5309	$3,100,000	$2,000,000	$500,000	
FTA Section 5339(d)(2)	$161,000	$165,830	$170,805	$175,929
FTA Section 5310 Urban Allocation	$156,000	$156,000	$156,000	$156,000
Elderly & Disabled Transportation	$380,000	$200,000	$261,240	$405,000
Transfer from FTA 5311 to FTA 5307	$161,573	$166,420	$171,413	
FTA Funds	**$6,458,573**	**$5,288,250**	**$3,959,458**	**$3,536,929**
Airport Improvement Program (AIP)	$5,560,000	$14,185,000	$28,260,000	$13,870,000
Total AIP	**$5,560,000**	**$14,185,000**	**$28,260,000**	**$13,870,000**
CCRPC TIP TOTAL	**$52,879,295**	**$65,401,316**	**$82,861,299**	**$38,783,475**

CHITTENDEN COUNTY RPC

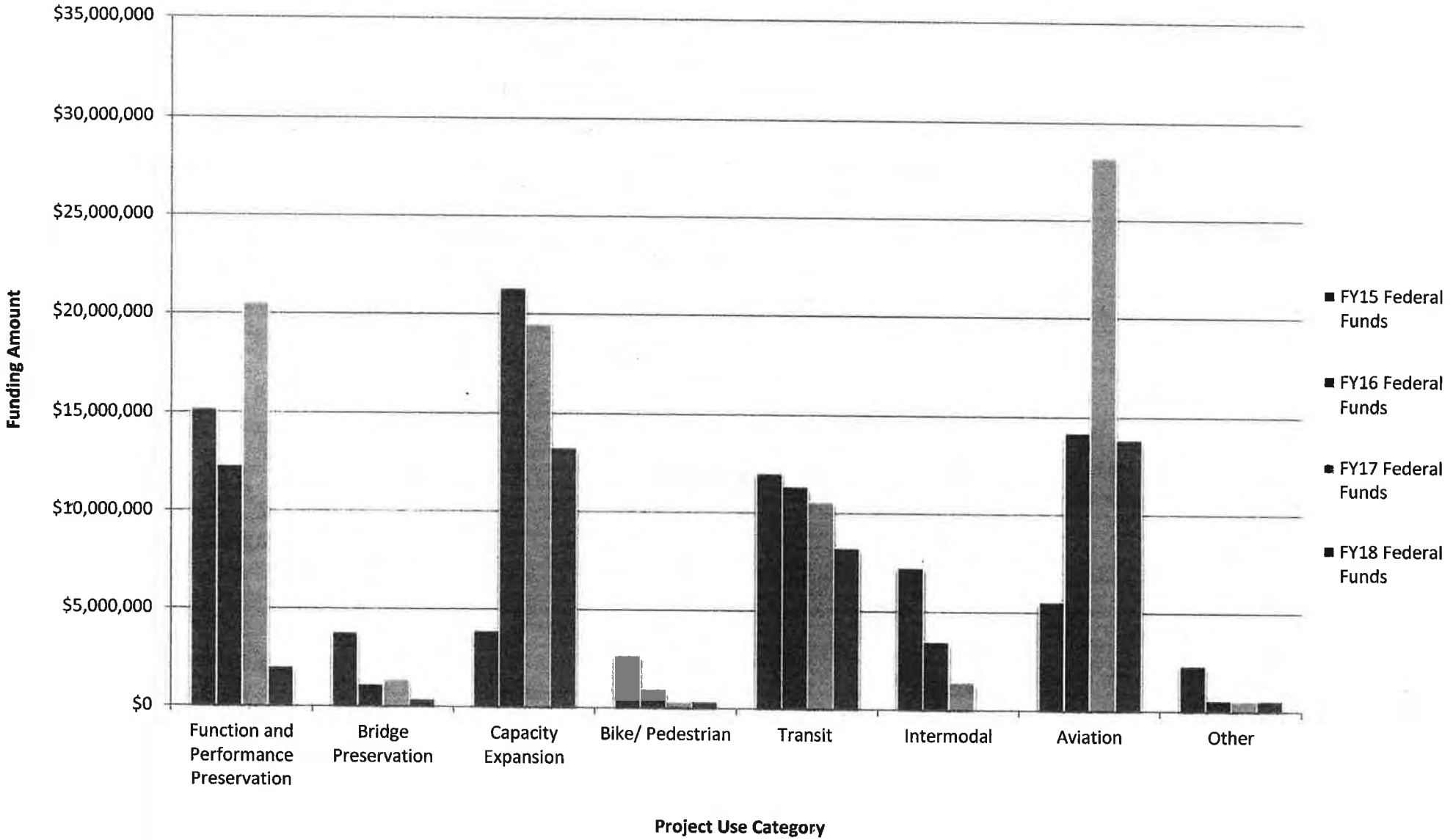
CCRPC FY2015-2018 TIP
Funding by Project Use Category



Note: Many projects included in the categories Function and Performance Preservation, Bridge Preservation and Capacity also include improvements to bike/pedestrian facilities.

CHITTENDEN COUNTY RPC

CCRPC FY2015-2018 TIP: Funding Uses By Year



Note: Many projects included in the categories Function and Performance Preservation, Bridge Preservation and Capacity also include improvements to bike/pedestrian facilities.

CHITTENDEN COUNTY RPC

Federal Funds Actually Obligated in Chittenden County

FY2004 - FY2013

Funds by Project Use Category

Uses	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	Average by Use Category
Function and Performance Preservation	$11,944,626	$4,803,894	$8,668,415	$6,564,438	$10,176,050	$17,242,770	$10,920,402	$9,672,092	$16,672,539	$19,377,378	**$11,604,260**
Bridge Preservation	$1,208,684	$10,593,165	$4,733,611	$3,592,386	$2,538,850	$10,994,182	$12,560,264	$7,700,837	$10,982,022	$16,406,162	**$8,131,016**
Capacity Expansion	$28,490,024	$26,440,928	$12,839,604	$7,878,020	$2,820,823	$1,232,868	$3,097,777	$4,518,298	$409,830	$259,596	**$8,798,777**
Bike/ Pedestrian	$825,509	$1,784,111	$1,131,588	$1,328,819	$2,065,276	$613,760	$3,194,984	$3,354,588	$3,822,312	$1,843,823	**$1,996,477**
Transit	$5,033,545	$4,518,155	$2,950,598	$5,834,901	$7,847,728	$6,343,439	$4,525,357	$7,024,165	$6,440,097	$6,049,318	**$5,656,730**
Intermodal	$191,451	$620,000		$50,000	$1,000,000	$340,000	$65,000	$426,100	$2,098,000	$830,251	**$624,534**
Other	$161,000	$253,059	$213,000	$1,228,080	$2,516,885	$836,816				$150,837	**$765,668**
Total	**$47,854,839**	**$49,013,312**	**$30,536,816**	**$26,476,644**	**$28,965,612**	**$37,603,835**	**$34,363,784**	**$32,696,080**	**$40,424,800**	**$44,917,365**	**$37,285,309**

Percent of Total by Project Use Category

Uses	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	Average Percent by Use FY04-FY13
Function and Performance Preservation	25.0%	9.8%	28.4%	24.8%	35.1%	45.9%	31.8%	29.6%	41.2%	43.1%	**31.1%**
Bridge Preservation	2.5%	21.6%	15.5%	13.6%	8.8%	29.2%	36.6%	23.6%	27.2%	36.5%	**21.8%**
Capacity Expansion	59.5%	53.9%	42.0%	29.8%	9.7%	3.3%	9.0%	13.8%	1.0%	0.6%	**23.6%**
Bike/ Pedestrian	1.7%	3.6%	3.7%	5.0%	7.1%	1.6%	9.3%	10.3%	9.5%	4.1%	**5.4%**
Transit	10.5%	9.2%	9.7%	22.0%	27.1%	16.9%	13.2%	21.5%	15.9%	13.5%	**15.2%**
Intermodal	0.4%	1.3%	0.0%	0.2%	3.5%	0.9%	0.2%	1.3%	5.2%	1.8%	**1.7%**
Other	0.3%	0.5%	0.7%	4.6%	8.7%	2.2%	0.0%	0.0%	0.0%	0.3%	**2.1%**
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Note: Certain projects included in the categories Function and Performance Preservation, Bridge Preservation and Capacity include bike/pedestrian facilities not included in the Bike/Pedestrian category.

VILLAGE OF ESSEX JUNCTION
BOARD OF TRUSTEES
MINUTES OF MEETING
June 24, 2014

BOARD OF TRUSTEES:	George Tyler (Village President); Dan Kerin, Elaine Sopchak, Andrew Brown. (Lori Houghton was absent.)
ADMINISTRATION:	Pat Scheidel, Village Manager; Lauren Morrisseau, Assistant Manager & Finance Director; Jim Jutras, Water Quality Director; Rick Hamlin, Village Engineer.
OTHERS PRESENT:	John Alden, Deb McAdoo, Venessa Philan Zerillo, Roberta Penchino, Robert Bates, Nina Curtiss, Irene Wrenner, Tim Jerman, Jessica Martin.

EXECUTIVE SESSION
MOTION by Elaine Sopchak, SECOND by Dan Kerin, to go into Executive Session to discuss personnel matters. VOTING: unanimous (4-0); motion carried.

Executive Session was convened at 6 PM and the following candidates were interviewed for appointments: John Alden, Andrew Boutin, Jeff Frolik, Phoebe Spencer.

MOTION by Elaine Sopchak, SECOND by George Tyler, to adjourn Executive Session. VOTING: unanimous (4-0); motion carried.

Executive Session was adjourned at 6:35 PM.

1. CALL TO ORDER and PLEDGE OF ALLEGIANCE

Village President, George Tyler, called the meeting to order at 6:40 PM and led the assemblage in the Pledge of Allegiance.

2. AGENDA ADDITIONS/CHANGES

- Add to New Business – Appoint Tax Collector; Resolution for Penny Pillsbury
- Add to Old Business – Co-Gen Utility Interconnection
- Add to Reading File – Letter re: 4 Pearl Street

3. GUESTS, PRESENTATIONS, PUBLIC HEARINGS

1. Comments from Public on Items Not on Agenda
None.

2. Public Hearing: FY15 Water/Sewer/Sanitation Rates
The public hearing was opened at 6:45 PM. Lauren Morrisseau gave a brief presentation on the proposed FY15 water, waste water, sanitation, large water user, and waste water wholesale rates and reasons for the increase (increase in operating budget, increase in wholesale rate, decrease in usage). Total fixed rate (water, sewer, sanitation) is $70.55 per quarter plus $.0299 per cubic foot (7.48 gallons). Cost to the average user is $38.07 per month. Large user rate is $.081 per 1,000 gallons. Waste water wholesale rate paid

by Williston and Essex to Essex Junction is $2.6294 per 1,000 gallons. There were no further comments and the public hearing was closed.

3. Presentation: Budgets to Ballots Group
Deb McAdoo and Jessica Martin updated the Trustees on activities to date by the Budget to Ballots Group. Three principles of common ground have been developed:

- Open voting on town and village budgets in voting booth, 7 AM-7 PM and allowing absentee ballots.
- Hold town meeting but allow voting on budget by people who are not present.
- Hold voting on the same day to avoid multiple meetings and voting dates.

Heart & Soul can help with educating the public on what needs to be done to participate so Budgets to Ballots Group is willing to work with Heart & Soul on a community-wide conversation about how to increase voting opportunities and facilitating the process before proposing changes. The timeline would include community discussions in the summer and fall and presenting the results to the Trustees and Selectboard then holding a public hearing in mid-December to pursue a charter change.

Elaine Sopchak mentioned there may be legal issues with voting at annual meeting on the budget and voting again by Australian ballot. Items can be put on the ballot that will get people out to vote. One example is the local options tax. The Trustees have been discussing combining village meeting with the Prudential Committee and U46 School Board voting on the same day and perhaps doing all on a Saturday to increase attendance. Educating the public about the voting process may increase voter turnout. Roberta Penchina stated the discussion was of the public having more input at the meetings and then voting on the items. George Tyler explained the models are: discuss, amend, and vote the budget from the floor at annual meeting or discuss the budget at annual meeting and then vote by Australian ballot. The hybrid of amending the budget at a public meeting and voting the amended budget by Australian ballot is not allowed per Vermont law.

Bob Bates stated the objective of the Budget to Ballots Group is not an attempt to eliminate town meeting. Deb McAdoo clarified the request is for the Trustees to agree to work with Heart & Soul and the Town of Essex to increase or expand opportunity for the collective communities to vote. The Trustees concurred with the request.

4. Update: Heart & Soul on What's Next
Liz Subin and John Alden reported Heart & Soul wants to stay relative and engaged with the community by convene, connect, and championing, leverage funding from Orton via matching grants, and supporting the core community advisory team which is still eager and ready to continue. Work continues on implementation grants. Community conversations and neighborhood conversations were successful and people are urged to stay involved. Nina Curtiss was hired to keep the momentum going. Work is moving from visioning to specifics. Orton wants to see Heart & Soul in the community succeed and is willing to match budgets for items well aligned with Heart & Soul so there would be a larger budget to do projects. Heart & Soul would like to partner with groups like Budget to Ballots to increase opportunity for village and town members to vote. Between

now and December there will be meetings and conversations to discuss solid ideas on how to increase voting and educate the public. Heart & Soul will continue to develop proposal for consideration by the Trustees.

4. OLD BUSINESS

1. Co-Gen Utility Interconnection

Jim Jutras explained the requirement to study trip hazards and electrical safety of connection and interconnection to the utility relative to the co-gen equipment. The equipment cannot cause degradation to the grid. The engineering study is at the village's expense and will determine the interconnect costs and the village's liability.

MOTION by Dan Kerin, SECOND by Andrew Brown, to authorize the Village Manager to sign the EJWWTF Facilities Study Agreement and provide the initial $8,000 deposit as recommended by staff. VOTING: unanimous (4-0); motion carried.

2. Appointments to Planning Commission and Bike/Walk Advisory Committee

Planning Commission

MOTION by George Tyler, SECOND by Elaine Sopchak, to reappoint John Alden and Andrew Boutin to the Planning Commission through June 30, 2017. VOTING: unanimous (4-0); motion carried.

Bike/Walk Advisory Committee

MOTION by George Tyler, SECOND by Dan Kerin, to reappoint Jeff Frolik and Phoebe Spencer to the Bike/Walk Advisory Committee through June 30, 2017. VOTING: unanimous (4-0); motion carried.

3. Set FY15 Water/Sewer/Sanitation Rates

MOTION by Elaine Sopchak, SECOND by Andrew Brown, to approve the water, sewer, and sanitation rates as stated in the memo from Lauren Morrisseau, dated June 24, 2014 showing the following:

- **Village user water usage rate of $.0150 per cubic foot and quarterly fixed charge of $22.34;**
- **Village user waste water treatment usage rate of $.0097 per cubic foot and quarterly fixed charge of $25.82;**
- **Village user sanitation usage rate of $.0052 per cubic foot and quarterly fixed charge of $22.39;**
- **IBM large water user rate of $.081/1000 gallons;**
- **Waste water treatment wholesale rate of $2.6294/1000 gallons of sewage.**

VOTING: unanimous (4-0); motion carried.

4. Review Language for Planning Commission Webpage

There was discussion of the legal advice that a direct email to the chairperson of the planning commission is not advised. Any potential for ex parte communications must be avoided. Elaine Sopchak expressed frustration that state statute appears to stifle open communication. There was mention of forming a distribution group that includes the

planning commission to receive correspondence, but does not allow replies. It was noted people always have the option to attend meetings and comment.

MOTION by George Tyler, SECOND by Dan Kerin, that the consensus of the Board of Trustees is in support of the suggested language for the Planning Commission webpage and to instruct staff to develop a way by which community members can send communications to the Planning Commission without violating state statute. VOTING: unanimous (4-0); motion carried.

5. NEW BUSINESS

1. Resolution for Penny Pillsbury

MOTION by George Tyler, SECOND by Dan Kerin, to approve and sign the resolution of appreciation for Penny Pillsbury. VOTING: unanimous (4-0); motion carried.

2. Approve Manager's Annual Appointments

MOTION by George Tyler, SECOND by Dan Kerin, to approve the Manager's appointment of Susan McNamara-Hill as Village Tax Collector for FY2015. VOTING: unanimous (4-0); motion carried.

MOTION by George Tyler, SECOND by Elaine Sopchak, to approve the Manager's appointments for the period July 1, 2014-June 30, 2015 as follows:

- **Susan McNamara-Hill as Village Treasurer and Village Clerk**
- **David Barra as Village Attorney**
- **Chris Gaboriault as Village Fire Chief**
- **Hamlin Consulting Engineers as Village Engineering Consultant**

VOTING: unanimous (4-0); motion carried.

3. Approve FY14 Audit Contract

Finance Director, Lauren Morrisseau, spoke in support of continuing the contract with Sullivan Powers & Co. due to the excellent job that has been done over the years and the knowledge gained by staff and the auditor of the village financials. The company does rotate auditors to conduct the annual audits. Pat Scheidel added the recommendation is with the full knowledge that it has been a long period of time since the village changed auditors. There may be potential consolidation of services with the town in the future.

MOTION by Dan Kerin, SECOND by George Tyler, to appoint Sullivan Powers & Co. to audit the village FY14 financial statements and authorize the Manager to sign the contract.

DISCUSSION: Andrew Brown pointed out a new auditor may uncover something unseen by the prior auditor. It shows goodwill to the public by changing the auditor and this should be done next year. Elaine Sopchak agreed that unless there is something significant on the horizon a change should be made next year. Lauren Morrisseau advised then the search should be started earlier in the year. Pat Scheidel suggested beginning the

search in January. Elaine Sopchak added comment from Trustee Houghton is also needed on the matter. There were no further comments.
VOTING: unanimous (4-0); motion carried.

4. Changes in Open Meeting Law/Designation of Posting Places for Agendas
Motions and attendance will be submitted as draft minutes of meetings.

MOTION by Elaine Sopchak, SECOND by Dan Kerin, to designate the following places for posting of meeting agendas:

- **Village Office**
- **Brownell Library**
- **Essex Town Office**

VOTING: unanimous (4-0); motion carried.

6. VILLAGE MANAGER'S REPORT

1. Meeting Schedule

- July 8, 2014 @ 6:30 – Regular Trustees Meeting
- July 22, 2014 @ 6:30 – Regular Trustees Meeting
- August 12, 2014 @ 6:30 – Regular Trustees Meeting
- August 26, 2014 @ 6:30 – Regular Trustees Meeting
- September 9, 2014 @ 6:30 – Regular Trustees Meeting
- September 23, 2014 @ 6:30 – Regular Trustees Meeting
- October 14, 2014 @ 6:30 – Regular Trustees Meeting
- October 28, 2014 @ 6:30 – Regular Trustees Meeting

Special Meetings/Events:

- July 4, 2014 @ 9:30 PM – Fireworks at Maple Street Park
- July 19, 2014 @ 5 PM-10 PM – Block Party & Street Dance

2. Special Meeting with Essex Selectboard
The meeting agenda was on following rules of behavior, procedures and protocols. The village was used as a template.

7. TRUSTEES COMMENTS/CONCERNS & READING FILE

1. Board Member Comments
   - Dan Kerin mentioned the Rec Advisory Council meeting on June 26, 2014.
2. Reading file:
   - Correspondence to District 4 Environmental Commission re: 4 Pearl Street including a memo from Hugh Gibson of School Street, memo from George Tyler, Letter from Robin Pierce, Community Development Director, Letters from Charlie Baker of CCRPC, Letter from Laura Trieschmann of Vermont Division for Historic Preservation
   - Correspondence to District 4 Environmental Commission re: Green Meadows Apartments, LLC including a letter from Robin Pierce, Community Development Director, letter from Emily Mack of Rabideau Architects

8. CONSENT AGENDA & READING FILE

MOTION by Elaine Sopchak, SECOND by Andrew Brown, to approve the consent agenda as follows:

1. **Approve Minutes of Previous Meeting(s) 6/10/14**
2. **Approve Warrants including check #10049465 through #10049558 totaling $895,527.48.**

VOTING: unanimous (4-0); motion carried.

9. EXECUTIVE SESSION and/or ADJOURNMENT

MOTION by Elaine Sopchak, SECOND by Dan Kerin, to adjourn the regular meeting and convene Executive Session to discuss contracts (tax stabilization agreement) where premature public knowledge would place the village at a disadvantage and to invite the Manager and Assistant Manager to attend.
VOTING: unanimous (4-0); motion carried.

The regular meeting was adjourned and Executive Session was convened at 8:35 PM.

RScty: M.E.Riordan

Check Register Report

BL 6/30/14

Date: 07/03/2014
Time: 9:15 am
Page: 1

Village of Essex Junction

BANK:

Check Number	Check Date	Status	Void/Stop Date	Vendor Number	Vendor Name	Check Description	Amount
Checks							
10049559	06/25/2014	Printed		10598	GREEN MOUNTAIN POWER CORP #2	INTERCONNECTION STDY-WWT	8,000.00
10049560	06/30/2014	Printed		10609	2G CENERGY POWER SYSTEMS	3RD INSTALLMNT CO GEN SYSTEM	156,728.28
10049561	06/30/2014	Printed		10508	ADVANCED DISPOSAL	GRIT REMOVAL-WWTF	175.74
10049562	06/30/2014	Printed		10007	AIRGAS EAST	SUPPLIES-STREET	47.30
10049563	06/30/2014	Printed		9743	CARQUEST AUTO PARTS	AUTO SUPPLIES-STREET	59.27
10049564	06/30/2014	Printed		0500	CHAMPLAIN WATER DISTRICT	2014 CONSUMER CONF RPTS-WTR	1,191.24
10049565	06/30/2014	Printed		0525	CHITTENDEN SOLID WASTE DISTRIC	DIRECT FEES MGMT-WWTF	173.61
10049566	06/30/2014	Printed		10614	CHOICE COBRA, LLC	ADMIN FEE-ADMIN	30.00
10049567	06/30/2014	Printed		9788	COMCAST	CABLE TV WEATHER-STREET	64.59
10049568	06/30/2014	Printed		0636	DESORCIE EMERGENCY PRODUCTS	AIR CYLINDER-FIRE	133.06
10049569	06/30/2014	Printed		0653	PAUL DOUGLASS	UNIFORM-WWTF	325.85
10049570	06/30/2014	Printed		10661	DOWNTOWN DECORATIONS INC	ST LIGHT SNOWFLAKE DECOR-EcDev	2,923.61
10049571	06/30/2014	Printed		0700	EAST COAST PRINTERS	SHIRTS-FIRE	329.10
10049572	06/30/2014	Printed		0710	ENDYNE, INC.	WKLY TKN TEST-WWTF	50.00
10049573	06/30/2014	Printed		0780	ESSEX EQUIPMENT SALES	UNIFORMS-WATER/STREET	91.63
10049574	06/30/2014	Printed		0770	ESSEX JUNCTION SCHOOL DISTRICT	SCHOOL IMPACT FEES TRANSFER	4,618.94
10049575	06/30/2014	Printed		0795	TOWN OF ESSEX	RECORDINGS-PLAN	350.00
10049576	06/30/2014	Printed		1935	FERGUSON WATERWORKS #590	HYDRANT REPLACE/PARTS-WWTF/WTR	5,739.15
10049577	06/30/2014	Printed		0807	FIREPROTEC	MAINTENANCE & SUPPLIES-FIRE	1,468.15
10049578	06/30/2014	Printed		0751	FISHER AUTO PARTS	REAR LIGHT-STREET	10.12
10049579	06/30/2014	Printed		10226	G & K SERVICES	SHOP RAGS/HANDCLNR-STREET	58.81
10049580	06/30/2014	Printed		10598	GREEN MOUNTAIN POWER CORP #2	ELECTRICTY-VARIOUS	1,086.96
10049582	06/30/2014	Printed		0965	GREEN MOUNTAIN POWER CORP.	ELECTRICITY-VARIOUS	17,190.57
10049583	06/30/2014	Printed		1031	HANNAFORD BROTHERS CO.	PAPERTOWELS/WATER-WWTF	75.04
10049584	06/30/2014	Printed		1039	THE HARTIGAN COMPANY	TV SEWER LINE-SANITA	1,300.00
10049585	06/30/2014	Printed		11631	INTEGRITY COMMUNICATIONS	PHONE/INSTALL BALANCE-WWTF	2,906.22
10049586	06/30/2014	Printed		9454	LENNY'S SHOE & APP	UNIFORM-STREET	305.00
10049587	06/30/2014	Printed		10646	LINCOLN FINANCIAL GROUP	LIFE INS PREMIUM-VARIOUS	43.84
10049588	06/30/2014	Printed		1460	MAPLEHURST FLORIST	FLOWER ARRANGEMENT-ADMIN	50.00
10049589	06/30/2014	Printed		10154	MAX-R	REPL DOGGIE BAGS-STREET	349.00
10049590	06/30/2014	Printed		1483	MCMASTER-CARR SUPPLY COMPANY	HOSES-WWTF	784.53
10049591	06/30/2014	Printed		1516	MILTON RENTAL & SALES INC	MOWER BLADES-STREET	212.76
10049592	06/30/2014	Printed		6590	NORTHEAST AIR SOLUTIONS	FILTERS-WWTF	90.48
10049593	06/30/2014	Printed		1660	NORTHEAST DELTA DENTAL	INS PREMIUM-VARIOUS	2,289.07
10049594	06/30/2014	Printed		9657	OCCUPATIONAL HEALTH CENTERS	PHYSICAL-FIRE	347.50
10049595	06/30/2014	Printed		1174	PERMA-LINE CORP OF NEW ENGLAND	MARKERS-STREET	165.32
10049596	06/30/2014	Printed		18068	POLLARDWATER.COM - EAST	LINE TRACER-METAL DETECTR-WWTF	756.42
10049597	06/30/2014	Printed		17811	PRESERVATION TRUST OF VERMONT	RP REGIST HIST PRES RETREAT-PL	95.00
10049598	06/30/2014	Printed		1908	THE RADIO NORTH GROUP, INC.	ANTENNA/CABLE-FIRE	2,689.40
10049599	06/30/2014	Printed		1955	REYNOLDS & SON, INC.	HOSES+UNIFORMS-FIRE	2,700.13
10049600	06/30/2014	Printed		1994	RUSSELL SUPPLY	TOOL ACCESSORIES-WWTF	50.24
10049601	06/30/2014	Printed		9924	SHEARER CHEVROLET	FILTER & OIL-STREET	76.50
10049602	06/30/2014	Printed		20732	THE SHERWIN-WILLIAMS CO.	ACETONE-STREET	133.22
10049603	06/30/2014	Printed		9627	THE SMALL ENGINE CO., INC	FILTER-STREET	14.42
10049604	06/30/2014	Printed		21153	SOVERNET COMMUNICATIONS	TELE&INTRNT-ST/SANI/FIRE	47.84
10049605	06/30/2014	Printed		2124	STAPLES ADVANTAGE	SUPPLIES-VARIOUS	526.36
10049606	06/30/2014	Printed		2227	TI-SALES, INC.	WATER METERS-WATER/SANIT	2,504.96
10049607	06/30/2014	Printed		9226	ULINE	OFFICE STORAGE-WWTF	746.11

Check Register Report

BL 6/30/14

Date: 07/03/2014
Time: 9:15 am
Page: 2

Village of Essex Junction

BANK:

Check Number	Check Date	Status	Void/Stop Date	Vendor Number	Vendor Name	Check Description	Amount
Checks							
10049608	06/30/2014	Printed		9727	UNUM LIFE INSURANCE CO OF AMER	INS PREMIUM-VARIOUS	787.10
10049609	06/30/2014	Printed		23415	VERIZON WIRELESS	CELL PH&DATA-VAROUS	295.66
10049610	06/30/2014	Printed		10601	VERMONT GAS #2	GAS -VARIOUS	2,532.95
10049611	06/30/2014	Printed		2366	VERMONT GAS SYSTEMS, INC.	GAS-VARIOUS	234.56
10049612	06/30/2014	Printed		9968	VISION SERVICE PLAN-CONNECTICU	JULY INS PREMIUM-VARIOUS	418.31
10049613	06/30/2014	Printed		0811	F.W. WEBB COMPANY	PVC PARTS-WWTF	71.16
10049614	06/30/2014	Printed		24851	DON WESTON EXCAVATING, INC	PLANT H20 BREAK CTRL BLDG-WW	3,177.50

Total Checks: 55 **Checks Total (excluding void checks): 227,622.58**

Total Payments: 55 **Bank Total (excluding void checks): 227,622.58**

Total Payments: 55 **Grand Total (excluding void checks): 227,622.58**

O'Leary-Burke Civil Associates, PLC

CIVIL ENGINEERING | REGULATORY AND PERMIT PREPARATION | LAND SURVEYING | CONSTRUCTION SERVICES | LAND USE PLANNING

June 25, 2014

Patty Benoit
Village of Essex Junction
2 Lincoln Street
Essex Jct., VT 05452

RE: Village Walk PRD – Street Names

Dear Patty:

We are writing of behalf of Sheppard, Brogna, Gardner Essex as a follow-up to our June 25, 2013 e-mails to request the Trustees approval for the two street names for the portion of the Village Walk project off Maple Street.

As requested long ago by Terry and recently discussed with Shannon Lunderville and the project Developer, we are providing names from the pre-approved list furnished by Shannon Lunderville.

The entrance road off Maple Street is proposed as Hemlock Lane and the other road is proposed as Arbor Terrace (Both names are on the pre-approved list and both suffixes are on the pre-approved list and are the most appropriate for the streets).

We understand that this request will be on the lease forward this request to the Trustee's and let us know if you need anything else from us, whether we need to attend the Trustee's July 8th meeting and that attendance is not required, rather we will be informed following the meeting.

If you have any questions or require further information, let me know.

Sincerely,

David W. Burke

cc: Tom Sheppard
Z:\2007\7072\7072-street names.doc

1 CORPORATE DRIVE SUITE #1 ESSEX JUNCTION VERMONT 05452
TEL 802 878 9990 | FAX 802 878 9989 | obca@olearyburke.com

2 Lincoln Street
Essex Junction, VT 05452
www.essexjunction.org

MEMORANDUM

TO: Village Trustees and Patrick Scheidel, Village Manager
FROM: Chris Gaboriault
DATE: June 30, 2014
SUBJECT: Sole Source Radio Procurement

Issue
Retroactive sole source authorization for Portable Radios procured under Homeland Security Grant in May 2014.

Discussion
Essex Junction Fire Department obtained a Homeland Security Grant to procure thirty five (35) Motorola APX6000 portable radios. The grant submission was specific to manufacturer and model number for the portable radios. Motorola's policy states that we must use a Motorola Channel Partner assigned to our area and that supplier is Radio North Group. A copy of this letter was provided to Lauren Morrisseau and to Vermont Homeland Security as part of our grant application.

Cost
No cost impact.

Recommendation
Approve Sole Source procurement under HSG # 02140-71164V-511.