

CITY OF ESSEX JUNCTION PLANNING COMMISSION MEETING AGENDA

Online & 6 Lincoln Street. Essex Junction, VT 05452 Thursday, April 3^{rd,} 2025 6:30 PM

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Phone: 802-878-6944, ext. 1607

This meeting will be held in-person at 6 Lincoln Street in the Kolvoord Room at Brownell Library and remotely. Options to join the meeting remotely:

- JOIN ONLINE: Join Zoom Meeting
- JOIN CALLING: (toll free audio only): (888) 788-0099 | Meeting ID: 953 1240 7791; Passcode: 040339
 - 1. CALL TO ORDER

[6:30 PM]

- 2. AGENDA ADDITIONS/CHANGES
- 3. PUBLIC TO BE HEARD
 - a. Comments from Public on Items Not on Agenda

4. MINUTES

a. March 6th, 2025

5. BUSINESS ITEMS

ā	a. Discussion of Regional Future Land Use Map Update and Housing Targets*	[6:35 PM]				
k	D. Connect the Junction TOD Master Plan Draft Initial Review*	[7:20 PM]				
C	c. Municipal Letter of Support for Essex C Parking Lot Solar project*	[7:50 PM]				
C	 Animating Infrastructure Grant Update* 	[8:00 PM]				
<u>1</u>	MEMBERS UPDATES					
5	STAFF UPDATES					

8. ADJOURN

6.

7.

*attachments included in the packet

Agenda item timestamps are estimates of the starting time of each topic and are subject to change.

This agenda is available in alternative formats upon request. Meetings of the Planning Commission, like all programs and activities of the City of Essex Junction, are accessible to people with disabilities. For information on accessibility or this agenda, call the City Manager's office at 802-878-6944 TTY: 7-1-1 or (800) 253-0191.

CITY OF ESSEX JUNCTION PLANNING COMMISSION REGULAR MEETING MINUTES OF MEETING MARCH 6, 2025 DRAFT

PLANNING COMMISSIONERS PRESENT: Diane Clemens, Chair; Scott McCormick, Vice-Chair; Elena Juodisius; Elijah Massey, Kirstie Paschall ADMINISTRATION: Chris Yuen, Community Development Director OTHERS PRESENT: Bethany Clark, Jake Clarke

1. CALL TO ORDER

Ms. Clemens called the Planning Commission meeting to order at 6:30 PM.

2. AGENDA ADDITIONS/CHANGES

None.

3. PUBLIC TO BE HEARD

a. Comments from Public on Items Not on Agenda None.

4. MINUTES

a. February 6, 2025

MOTION by ELIJAH MASSEY, seconded by SCOTT MCCORMICK, to approve the minutes of February 6, 2025. Motion passed 5-0.

5. BUSINESS ITEMS

a. 45-day Notice for Essex C Parking Lot Solar project

Mr. Clarke, of Encore Renewable Energy, said that his company will be the operator of the 3 MW solar project in an unused parking lot at Global Foundries. A transformer will be placed as close to the building as possible. The asphalt will be left in place, as underground utilities are present. The certificate of public good, from the Public Utility Commission, will be filed later this spring. After the permitting is complete, construction is expected to conclude in the middle of 2026. To receive a certificate of public good, the Planning Commission (PC) must make a recommendation to the City Council that this project is in line with the City Plan. Mr. McCormick said that he would like to see Global Foundries to do outreach and education and allow the public to view the project once completed. Global Foundries is looking for a letter of support from the City, and it would be helpful to have this when the certificate of public good is filed.

The PC has reviewed the plans and see no concerns with the project. Mr. Yuen will prepare a letter of support for the project, which will be approved by the PC at their next meeting.

b. Land Development Code Amendments Final Report to DHCD

Mr. Yuen said that the City Council has adopted the Land Development Code updates as warned. The PC is required to submit a Bylaw Reporting Form to the Vermont Department of Housing & Community

Development (DHCD). Answering a question from Ms. Clemens, Mr. Yuen said that he will edit the document to ensure that the box for "on the record review" would be checked.

ELIJAH MASSEY made a motion, seconded by ELANA JUODISIUS, that the Planning Commission approve the final Bylaw Report for the Land Development Code Amendments as amended. Motion passed 5-0.

c. Municipal Planning Grant for Comprehensive Plan Update

Mr. Yuen said that he is preparing a grant application for a Municipal Planning Grant. The City could obtain up to \$30,000 in state funding to assist with the Comprehensive Plan update. The City currently budgeted \$10,000 for the plan. Mr. Yuen said that this is anticipated to be a competitive grant. The additional funds would be used for technical assistance and public engagement.

ELANA JUODISIUS made a motion, seconded by SCOTT MCCORMICK, that the Planning Commission recommend applying for the Municipal Planning Grant for the 2027 Comprehensive Plan Update Project. Motion passed 5-0.

d. Animating Infrastructure Grant Update

Mr. Massey said that he reviewed the webinar for this grant. He plans to work on the pitch, as it is due on April 1, 2025. Ms. Pascall and Mr. McCormick will assist with reviewing the pitch prior to submittal. No letters of support are required at this time. A video should be prepared with the application as well, and City staff may be able to assist with this.

e. Consideration for scheduling a joint meeting between the DRB and the Planning Commission

Ms. Clemens said that the City Council suggested holding joint meetings between the DRB and PC, and that the Chair of the DRB has also requested such. This will allow the two boards to discuss their different points of view on the amended bylaws and housing targets. Mr. Yuen will work towards scheduling a joint meeting, potentially on May 15, 2025.

f. Update on Connect the Junction TOD Master Plan

Mr. Yuen said that this project is still on pause due to uncertainty about federal funding. He anticipates learning more in the next two weeks or so and said that municipal funds could be used to complete this project if necessary.

g. Update on current and upcoming Planning Projects

Mr. Yuen said that he added this to the agenda to keep the PC up to date on major departmental priorities.

• 1 Main Street Park

Mr. Yuen said this park is located outside of the Firebird Café and was donated to the City by Gabe Handy for the purpose of creating a pocket park. The City has a Downtown Transportation Fund grant (\$200,000) for establishing this park. Based on Council direction, the design has been scaled down to require only the minimum \$40,000 local match and to maintain flexibility to integrate with possible future changes to Main Street. The state has approved the scope amendments and project extension. The project will require a site plan hearing with the DRB. Work will likely begin this summer.

• Essex Junction Multimodal Station Improvements

Mr. Yuen said that the City is about to sign a contract to begin work on preliminary design. Stakeholder and public engagement will take place as the project proceeds. Some elements have been removed from the original project design because of cost increases. The traffic pattern may be left as is. Signage and striping changes are proposed to enable bicyclists to travel both ways on Ivy Lane. Railroad Avenue needs a water main replacement; however this will not be done at the same time as this project. Mr. Yuen said that a new shelter area is being proposed for passengers to wait under. The ADA station improvements are already underway and will be finished when the station improvements begin. Mr. Massey asked if there was a possibility that the TOD Master Plan project could influence this project. Mr. Yuen said that this is possible, however the rail infrastructure and private ownership would make the addition of permanent structures as envisioned by the TOD project. However, the two consultants for these projects could connect to cross-pollinate ideas. Mr. McCormick expressed concern that this project would interfere with holding events in downtown Essex Junction. Mr. Yuen said that the ability to host events on Railroad Avenue is important and will not be affected by this project.

• Pearl Street Road Diet

Mr. Yuen said that this a scoping project for this project was originally completed in 2018. Stantec is working on a new alternative to be an addendum for the current scoping study that addresses budgetary constraints, utility conflicts, and considers the needs of transit operations. Ms. Clemens said that a path from Susie Wilson to West Street Extension had been scoped, and asked if this would be included. Mr. Yuen said that the path included with this project is eight feet wide and can be considered a shared use path. This shared-use path will likely be included in the updated alternative.

The current speed limit on the western side of Pearl Street is 40 mph, and this project may require this to be lowered to match the rest of Pearl Street. Mr. Yuen will continue to update the PC as this project moves forward. He will bring their feedback to the consultants at the project kick-off meet. The project timeline will depend on whether or not the City plans to pursue additional grant funds. Mr. Massey said that he would like to see bus stops and effective ways of reducing speed addressed with this project. Mr. McCormick suggested having a rumble strip to separate the bike path from the roadway. Mr. Yuen said that the on-road bike path could be removed to save money if the shared-use path could be further improved. All agreed that this would be desirable.

Park Street Potential Striping Changes

Mr. Yuen said that UVM engineering students are working to draft a proposal for this project. He said that this path could provide a continuous north-south connection for bicyclists through Essex Junction. Currently, on-street bike lanes on Park Street terminate when approaching the city center, transitioning to on-street parking. Cyclists are then required to ride in mixed-traffic which is less safe, and more uncomfortable for all road users. Ms. Clemens said that the light on 2a near Rocky's is very difficult, and said that a turning lane should be looked at in this location. Mr. Yuen said that addressing this is not the primary goal of this project, but that it could be looked at. He said that this could be included as a part of a phased approach. Mr. McCormick suggested that street parking on the south end of Park Street be eliminated as a part of this project. Mr. Yuen said that parking assessments can be done at different times to determine which spaces, if any, are necessary. This project will be presented to both the PC and the Bike/Walk Advisory Committee prior to being presented to the City Council. Mr. Massey said that many children use this intersection to bike or walk to school and said that the safety needs to be improved. This may be intensified with the proposed closure of Summit Street School. Mr. McCormick said that a bike

connection to Williston would be very helpful. Ms. Clemens asked if a traffic study could be done at this location. Mr. Yuen said that this could be done in future years. Signal timing to mitigate traffic was discussed.

6. <u>MEMBERS UPDATES</u>

Mr. McCormick said that he had a discussion with Elaine Haney regarding committees and said that they discussed developing a working group to focus on energy. This could be made up of Commissioners as well as members of the public. It would not require any additional staff time and would be volunteer led. There would be no cost involved. This working group could assist with the energy chapters in the Comprehensive Plan. Mr. McCormick said that he is willing to coordinate this working group. Some potential projects include low-income weatherization, a rental registry, and how to use state funds for energy projects. Mr. McCormick said that this could help improve the efficiency of older homes and the housing stock. Many older homes also have vermiculite homes which need to be corrected, and this can be more costly than weatherization itself. The legislature is considering developing a fund for rehabbing a home prior to weatherization. Mr. McCormick said that there is a lack of statewide coordination, and that programs vary by location within the state. This will be discussed further at the next meeting.

7. STAFF UPDATES

None.

8. <u>ADJOURN</u>

ELIJAH MASSEY made a motion, seconded by ELANA JUODISIUS, to adjourn the meeting. Motion passed 5-0 at 8:47 PM.

Respectfully submitted, Darby Mayville



MEMORANDUM

TO: Essex Junction Planning Commission FROM: Sarah Muskin, Senior Planner DATE: March 26, 2025 SUBJECT: Regional Future Land Use Map Update – Essex Junction Focus Topics

Thank you again for your engagement in the Regional Future Land Use (FLU) Map update process in January. I look forward to joining you on April 3rd for a follow-up discussion. This will be more of a working session without a formal presentation. Instead, I will bring the current draft of the Regional FLU Map to explore interactively with you during the meeting.

Main Goals for the Discussion:

1. Refine the Center Boundaries along Pearl Street

- We plan to include the Pearl Street Corridor in the "Center" designation but are seeking your input on where exactly to define the boundaries.
- Please consider specifically whether to include the TOD secondary study area.

2. Tier 1B Exemption Discussion

- This meeting will include a conversation around identifying areas that Essex Junction would like to have Tier 1B status under Act 181. The entire City is eligible for this status and the City could decide to entirely be exempt from Act 250 reviews for housing developments of 50 units or less. The City could also request Tier 1B status in a subsection of the City.
- For reference, the <u>Interim Exemption Map can be found online here</u>. CCRPC's hope is that municipalities will request at least the level of Act 250 exemptions that are currently in place so that the new Regional Future Land Use map does not create more regulatory barriers for housing development than what was previously present.
- Ultimately, the Tier 1B request will come from City Council. We understand Council will likely follow PC recommendations on this issue, but it would be good to consider if any education is needed prior to requesting that vote.

3. Introduction to Housing Targets

 We will also discuss draft housing targets for the County. See attached for additional details. The main questions CCRPC has (given housing targets are a new requirement) is what type of support Essex Junction might need in order to meet it's target.

Background Context:

In 2024, Vermont passed Act 181 to encourage new housing by reducing permitting requirements (known as Act 250), and directing state funds to areas that are planned for growth. CCRPC is working with each town and city in Chittenden County to recommend where to make it easier to build housing and businesses, and where to prioritize other land uses like recreation and agriculture. Once the map is approved, certain areas automatically qualify for state incentives that make it easier to build much-needed homes. This map is not zoning or a development plan. Choices about how to develop locally are up to each town or city.



SUMMARY OF **ACT 181** and MUNICIPAL **HOUSING TARGETS**



More information available at: ccrpcvt.org/ecos-plan • Last updated: 1/21/25

SUMMARY OF ACT 181

Act 181, passed into law June 2024, overhauls Vermont's planning framework for coordinating state, regional, and municipal land use. This document provides a summary of Act 181 and a Community Engagement Plan specific to the Chittenden County Regional Planning Commission (CCRPC).

Goals of New Future Land Use Map & Housing Targets

The new **Future Land Use (FLU) Map** will guide development in Chittenden County by designating areas for growth, conservation, and other purposes based on **environmental**, **infrastructure**, and **community** factors.



The FLU Map will be used to determine Act 250 location-based jurisdiction. It will be adopted by the Regional Planning Commission (RPC) and approved by the State Land Use Review Board (LURB) based upon statutory definitions.



Additionally, The Department of Housing and Community Development will set regional housing targets, which will be disaggregated by municipality. CCRPC will work with each municipality to develop municipal plans that can meet these housing targets.

Location-Based Jurisdiction & Designated Centers



Act 181 modernizes how Vermont maps and directs public investments to designated centers and speeds up Act 250's transition to location-based jurisdiction.

This change is intended to recognize that some areas of Vermont are:



CONTAIN NECESSARY INFRASTRUCTURE (E.G. WATER, WASTEWATER)



HAVE SUFFICIENT MUNICIPAL ZONING REGULATIONS IN PLACE TO ADEQUATELY REGULATE DEVELOPMENT

Who Makes What Decisions?



When updating the FLU map, CCRPC will attempt to build community consensus between all Interested and Affected Parties (IAPs) in each municipality.

Ultimately, the CCRPC Board must ensure the FLU Map complies with legal requirements (24 V.S.A. 4348a) in order to be approved by the State's Land Use Review Board (LURB).

Meaningful Participation & Environmental Justice



Act 181 revises the adoption process that regional plans undergo to provide the opportunity for a more robust and comprehensive public participation process, with a specific focus on environmental justice (EJ) focus populations as defined in 3 V.S.A. 6002.

It necessitates that RPCs evaluate the distribution of environmental benefits and burdens of regional plans, including the Future Land Use Map.

Interested and Affected Parties (IAPs) include:



MUNICIPAL SELECTBOARDS, PLANNING COMMISSIONS & OTHER COMMITTEES



MUNICIPAL COMMUNITY MEMBERS AND INTEREST GROUPS REPRESENTING EJ FOCUS POPULATIONS

REGIONAL AND STATEWIDE INTEREST GROUPS

MUNICIPAL HOUSING TARGETS

WHAT ARE MUNICIPAL HOUSING TARGETS?

Purpose

The **HOME Act** (Act 47 of 2023) introduced new requirements for regional and municipal plans. One is that the housing chapters must now include housing targets for 2029 and 2050 to ensure an adequate supply of safe, affordable housing in locations that keep transportation costs low.



The process starts with the **Vermont Statewide Housing Needs Assessment**, which includes a statewide housing target and targets assigned to each region.

X

Regional Planning Commissions are then responsible for allocating this regional housing target to their member municipalities.

Why it Matters



Housing targets are estimates of the number of housing units needed at the state, regional, and municipal levels to achieve and maintain a stable housing market. The targets are aspirational goals, not projections or quotas, that will help guide where and how communities plan for new homes to meet the needs of current and future residents while supporting compact, affordable, and environmentally responsible development.

These targets may require that some municipalities:



Plan for water and wastewater systems that can support strategic housing growth.

Analyze if local regulations allow for the development needed to meet targets.

What This Means for Municipalities

Municipalities are required to plan for housing by:



Including housing targets provided to them by the Regional Planning Commission;

Laying out the actions they'll take (a "recommended program") to achieve those targets and meet local housing needs.

Municipalities must plan to accommodate the substantial majority of the housing target in:



PLANNED GROWTH AREAS



There is no penalty for failing to achieve the municipal housing targets provided that municipalities can demonstrate (through the process regional approval and confirmation of the municipal plan) that they're making substantial progress toward meeting the targets.

CONTACT

For more information, contact Taylor Newton, CCRPC Planning Program Director, at: tnewton@ccrpcvt.org (802) 846-4490 x115



Review and comment by May 19! Visit ccrpcvt.org/housing for more details.

Vermont's HOME Act (Act 47 of 2023) introduced new requirements for regional and municipal plans. One is that plans must now include housing targets for 2030 and 2050 to ensure an adequate supply of safe, affordable housing in locations that keep transportation costs low.

Below are the draft housing targets for 2050. CCRPC has divided its regional target range (15,783 - 47,407) into LOW, MID, and HIGH targets for each city and town.

	EXISTING HOUSING	2050 HOUSING TARGET RANGES				ANNUAL HISTORIC	2050 ANNUAL #S*				
	UNITS (2023)	LOW # and %		MID # and %		HIGH # and %		GROWTH (2000-23)	LOW	MID	HIGH
BOLTON	550	59	11%	118	21%	177	32%	6	2	5	7
BUEL'S GORE	12	1	11%	3	21%	4	32%	0	0	0	0
BURLINGTON	18,245	3,557	19%	7,120	39%	10,683	59%	77	142	285	427
CHARLOTTE	1,643	176	11%	353	21%	530	32%	6	7	14	21
COLCHESTER	7,673	848	11%	1,697	22%	2,546	33%	39	34	68	102
ESSEX	4,889	1,233	25%	2,467	50%	3,702	76%	51	49	99	148
ESSEX JUNCTION	4,955	1,462	30%	2,927	59%	4,392	89%	52	58	117	176
HINESBURG	2,071	375	18%	752	36%	1,128	54%	16	15	30	45
HUNTINGTON	876	94	11%	188	21%	282	32%	6	4	8	11
JERICHO	2,014	210	10%	419	21%	629	31%	10	8	17	25
MILTON	4,515	640	14%	1,282	28%	1,923	43%	42	26	51	77
RICHMOND	1,729	202	12%	404	23%	606	3 5%	8	8	16	24
SHELBURNE	3,529	802	23%	1,605	45%	2,409	68%	33	32	64	96
SOUTH BURLINGTON	9,921	3,788	38%	7,583	76%	11,378	115%	142	152	303	455
ST. GEORGE	314	34	11%	67	21%	101	32%	2	1	3	4
UNDERHILL	1,313	141	11%	282	21%	423	32%	9	6	11	17
WESTFORD	899	96	11%	193	21%	290	32%	6	4	8	12
WILLISTON	4,725	1,402	30%	2,807	59%	4,212	89%	70	56	112	168
WINOOSKI	3,665	663	18%	1,327	36%	1,991	54%	27	27	53	80
COUNTY TOTAL	73,538	15,783	21%	31,595	43%	47,407	64%	602	631	1,264	1,896

HOW WERE THE NUMBERS ASSIGNED TO EACH CITY AND TOWN?

*Annual new units needed to reach 2050 targets.

CCRPC worked with its Planning Advisory Committee, made up of city / town planning directors and commissioners, for over a year to develop a method to assign housing targets to each city and town in Chittenden County.

Housing targets consider factors like infrastructure, historic growth rates, and land available for development.

CITIES

Burlington, Essex Junction, South Burlington, Winooski

Receive 60% of the regional housing target.

RURAL TOWNS

Bolton, Buel's Gore, Charlotte, Huntington, St. George, Underhill, Westford

Receive 3.8% of the regional housing target and are encouraged to promote village development and protect working lands.

SUBURBAN TOWNS

Colchester, Essex Town, Hinesburg, Jericho, Milton, Richmond, Shelburne, Williston

Receive **36.2%** of the regional housing target, and weighting is applied based on accessibility of water and wastewater infrastructure.

This approach allows Chittenden County to meet its goals for livable downtowns and villages, intact farm and forest land, and healthy natural resources - while still accommodating development in all cities and towns.



MEMORANDUM

To: Planning Commission
From: Christopher Yuen, Community Development Director
Meeting Date: April 3, 2025
Subject: Connect the Junction TOD Master Plan- Draft Plan Review and Next Steps
Issue: A first draft of the Connect the Junction Transit Oriented Development Master Plan is now available

Issue: A first draft of the Connect the Junction Transit Oriented Development Master Plan is now available for review. The Planning Commission may provide comments to be incorporated into the next draft for discussion at a joint Planning Commission and City Council meeting on May 1, 2025.

Discussion:

Following the resolution of project funding uncertainties that led to a temporary pause in January, work on the Connect the Junction TOD Master Plan has resumed. The project consultants have provided an initial draft, which, while not yet ready for broad distribution, serves as a foundation for review. Certain sections still contain placeholder text and images that will be updated in subsequent revisions. The Community Development Department has completed an initial review of the draft and added some comments. This draft is now available for discussion and feedback by the Planning Commission. Commissioners may also individually submit via email.

The next steps include compiling all Planning Commission and staff edits by April 8, after which the consultants at Framework will integrate the feedback and deliver a revised draft by April 18. This version will then be presented at the joint Planning Commission and City Council meeting on May 1. Following this, additional public engagement—both online and in-person—will take place throughout May and June to refine the plan before final adoption by the City Council. The consulting team will also develop recommended policy amendments to the Comprehensive Plan, and regulatory amendments to the Land Development Code, to support plan implementation.

Cost:

None

Recommendation:

The Planning Commission should provide any comments on the draft plan it wishes to be addressed in the next draft.

Attachment:

Draft Plan with Staff Comments



DRAFT MARCH 2025

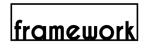




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INTRODUCTION + BACKGROUND



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PROJECT OVERVIEW

This transit-oriented development (TOD) master plan, developed by the City of Essex Junction, works toward the vision of a more pedestrian-friendly city center with diverse housing options, vibrant public spaces, and safe and accessible options for walking biking, and busing.

The project comes as part of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, which has awarded funding for transit-oriented development to 10 communities throughout Northwest Vermont. In Essex Junction, these funds will be used to build upon previous plans that have outlined the "thoughtful growth" Essex Junction residents would like to see, and to work toward the vision of a City Center that provides opportunities to live, work, and gather.

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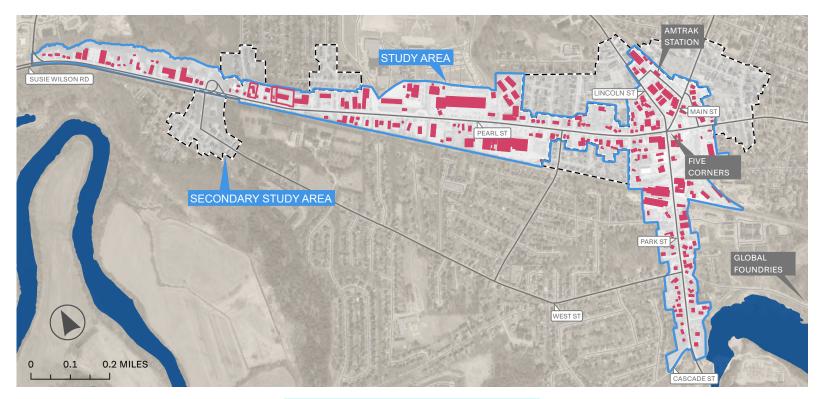
Documentation and analysis of related plans and policies and existing site conditions alongside extensive community engagement efforts online and in-person provided the foundation for this plan, providing a starting point for strategies and actions and guiding community engagement efforts. Key takeaways from the Existing Conditions Report are detailed in the following pages.

Themes taken from existing conditions analysis, City input, public feedback, and transit-oriented development best practices were translated into this plan's "Big Ideas," which summarize the key goals and desired outcomes for this project. Visions were broken down into actionable strategies alongside practical planning and design tactics and visuals including maps, renderings, and timelines.

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The primary study area for this project includes the blocks surrounding the Five Corners intersection, extending along Pearl Street west to Susie Wilson Road and on Park Street south to Cascade Street. This area was chosen based on access to all day, two-way bus routes (routes #2 and #10*) as well as the Amtrak Station. The secondary focus areas are also within close range of these public transit options, but are less of a focus in terms of redevelopment,





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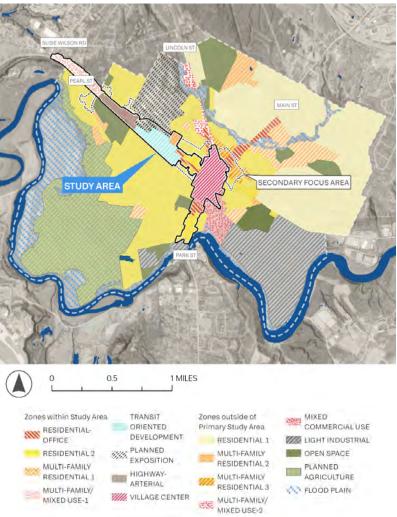
EXISTING CONDITIONS OVERVIEW

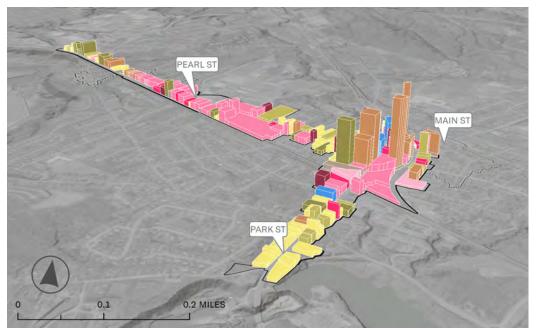
Zoning & Land Use

This project's study area contains a mix of zoning districts and development standards ranging from small scale residential and multi-family districts to the historic Village Center and Transit Oriented Development District that prioritize mixed-use development. The maximum height varies between 3 and 4 stories.

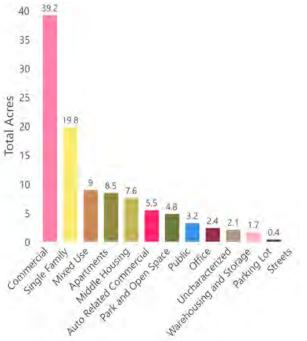
Most districts have standard parking requirements; except Transit-Oriented Development and the Village Center Zoning Districts. The Transit Oriented Development (TOD) District has reduced parking requirements, and the Village Center District has no minimum parking requirements but does provide guidelines for minimums.

The Village Center and the corridors approaching the Five Corners are subject to the Design Review Overlay and Historic Preservation Overlay that include special standards for design review and historic preservation. Current Land Use Map





Total acreage by existing use



Key Takeaways

- Large surface parking lots exist in the project area and represent opportunities to realize community goals for more housing options and better access to transit.
- The City Center has the highest land values per acre due to its compact mixed-use development. The City Center is also the most walkable area within the project area despite the impact of traffic flow along state highways.
- Most of the uses within the project area are along major transportation corridors and state highways. These properties are impacted by traffic that may not have an origin or destination in Essex Junction.
- There are significant redevelopment opportunities within the project area on vacant parcels and non-vacant parcels with high likelihood for future redevelopment.

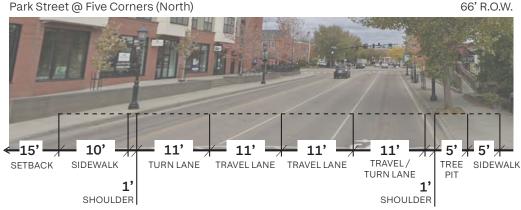
Streets & Mobility

Streetscapes are diverse throughout the project area but generally prioritize vehicular travel over other modes of transportation. Recent improvements have created safer and more attractive conditions for pedestrians and cyclists- with more connected bike lanes and sidewalks, street trees, and lighting - but designated pedestrian street crossings, especially near bus stops and along Pearl Street, are still extremely limited.

Streets in Essex Junction currently accommodate various forms of transportation, with two bus routes (#2 and #10), bike lanes, and shared-use paths. The recently opened Crescent Connector and the Colchester-Essex Multi-Use path, a 10'-wide asphalt path that runs between Lime Kiln Road in Colchester and Susie Wilson Road, present opportunities to make new connections that prioritize pedestrians, cyclists, and transit riders. Streetscape improvements in the study area should build upon past efforts in order to support even safer, and more accessible multimodal transit.



Park Street @ Five Corners (North)

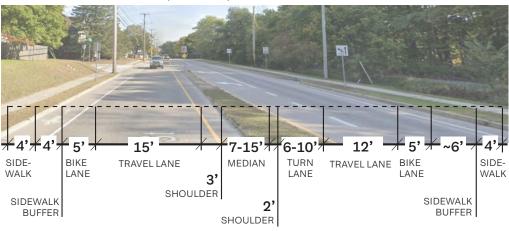


Main Street @ Five Corners (East)



TRAVEL LANE SIDEWALK PARALLEL PARKING

Pearl Street x Warner Avenue (Southeast)



74' R.O.W.

TRAVEL LANE

74'+ R.O.W.

Key Takeaways

- Traffic counts in Essex Junction have increased in recent years, with the highest traffic on Pearl Street from Susie Wilson Road to Post Office Square and on Park Street at the Five Corners. Much of the traffic in and around Essex Junction is through-traffic.
- Relieving traffic from Park Street and the Five Corners intersection. the new Crescent Connector presents opportunities to re-orient the City Center to pedestrians.
- Streets in the project area generally prioritize cars, with wide lanes, narrow sidewalks, and insufficient buffers from the travel lane.
- Transit in Essex Junction has high ridership, but there are **zones with poor** access to transit stops, especially due to limited safe pedestrian crossing opportunities.

PARKING





BARE SOIL GRASS/SH RAILROAD TREE COV IMPERVIOUS BUILDING SURFACE

Community Design & Opportunities

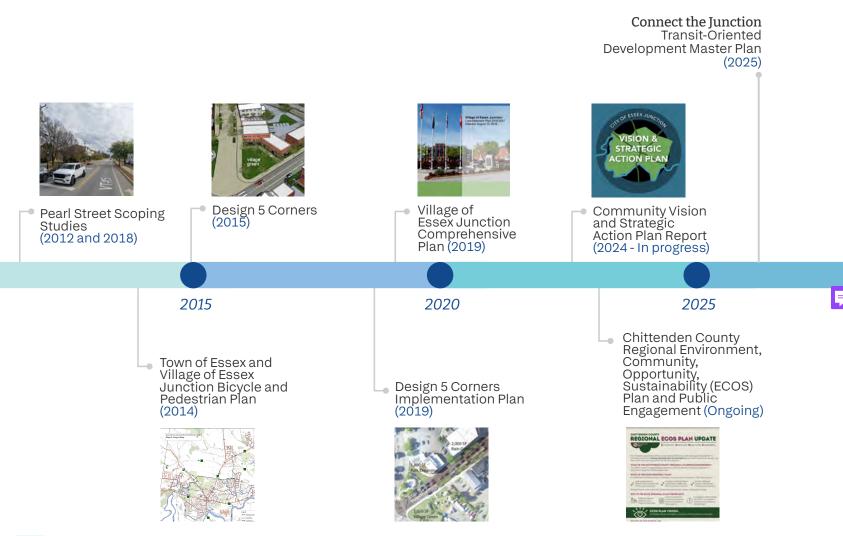
Essex Junction's historic rail lines shape the form of parcels in this study area. Rail lines cross Park St, Maple St, and Main St, contributing to irregular lot shapes and building configurations, with several large parking lots that envelope multiple sides of buildings. While they currently contribute to disconnections and poor pedestrian conditions in the City Center, these paved spaces represent opportunity for infill development, new public spaces, and landscaping. The addition of the Crescent Connector introduces another intersection point, adding another road crossing for pedestrians as well as new possibilities for land use along the new corridor.

Many of these rail-adjacent parcels and existing parking lots within the project area have been identified as "redevelopable," based on their current use, condition, land value, or other factors. There are several parcels in the City Center that have already been approved for redevelopment, which present opportunities to add diverse housing options, food and retail destinations, and public space. Further, there is an opportunity to develop in a way that creates a pedestrian-friendly corridor, with buildings at street grade with pedestrian amenities such as seating and plantings.

Key Takeaways

- There is a striking lack of green space within the primary and secondary project areas – and especially the more commercial zones – when compared to surroundings.
- Landscape conditions in the project area are varied, including narrow grass strips along roads, areas of patchy grass surrounding rail lines, sizable and wellmanicured lawns, and some instances of front yards that feature rock walls and established shrubs.
- The urban fabric is oriented around cars, with numerous free parking options, including public parking lots, customer parking lots, on-street parking, exposed dirt lots, and parking garages. In addition, there is an abundance of car-related services, repair shops, car washes, and gas stations throughout the project area.
- The frequency of car-related services, surface parking, as well as drive-thrus in certain areas contribute to a **large amount of paved surface** in the project area. The sheer number of parking lots, in addition to their irregular shapes and layouts, point to a potential lack of space efficiency and an **opportunity to add and improve public space and landscaping**.

This Transit-Oriented Development Master Plan builds upon previous work done in the region, including Pearl Street Scoping Studies, Design 5 Corners, and others, outlined in the timeline below.



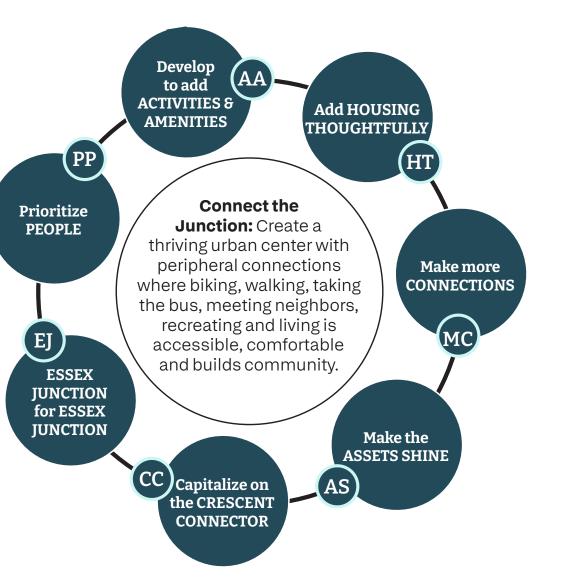
PLAN FRAMEWORK



PLAN FRAMEWORK | 15

PLAN VISION

Connect the Junction aims to enhance the core of Essex Junction for the people that live and work here, creating a hub of housing, public space, and other destinations that can be easily accessed by public transit, walking, rolling, or cycling. These changes are envisioned to compliment existing historic architecture, add urban greenery, and overall contribute to pleasant urban landscape. This may look like redeveloping lots into mixed-use buildings that provide streetscape amenities, creating safer and more comfortable facilities for walking and biking, adding transit-accessible destinations. and strengthening the social connections and civic soul of Essex Junction's core.



BIG IDEAS



Prioritize PEOPLE

- Improve the experience for pedestrians and cyclists while calming traffic that moves through Five Corners by allocating more rightof-way space for multi-modal transportation, landscaping, lighting, and public space.
- CC

Capitalize on the CRESCENT CONNECTOR

- Leverage the City's investment in the Crescent Connector with complimentary development of open space, bicycle and pedestrian infrastructure and supportive retail and housing.
- AA

Develop to add ACTIVITIES & AMENITIES

Ensure that new development includes amenities for residents and visitors through design guidelines and code updates.

HT

Add HOUSING THOUGHTFULLY

Increase housing capacity to align w 📑 bity and state growth targets through design that fits within the historic City Center fabric and offers diverse options for residents.

M	[(

Make more CONNECTIONS

Create more connections for pedestrians, cyclists, and cars through new and updated crosswalks, public space, roadways, and thoughtful development.



Make the ASSETS SHINE

Recognize and leverage existing community assets, including public space, the Champlain Valley Exposition Centre, historical infrastructure, arts and culture.

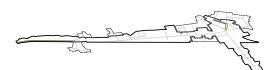


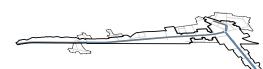
ESSEX JUNCTION for ESSEX JUNCTION

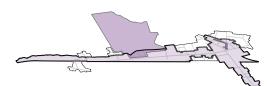
Support active community organizations and local businesses through programming, marketing, and public space improvements.

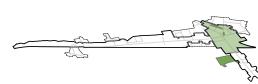
PLANNING & DESIGN TACTICS











Redevelopment

This plan will produce conceptual designs for key "redevelopable" parcels in the site area, showing possibilities for additional housing units, streetscape amenities, and public space. The City will work with developers to identify how to make these designs feasible, and will influence development outcomes through codes and guidelines.

Codes & Guidelines

This plan recommends updates to codes and guidelines to yield new development that provides public and private amenities and functions within the urban fabric.

Temporary / Tactical

Tactical strategies will help to test ideas and act as lower cost, shorter term solutions. This may mean temporarily closing pedestrian-oriented streets or creating temporary bike lanes.

Roads & Circulation

Road reconstruction can shift the balance towards more space for walking, biking, and greenery, while calming the flow of traffic through the City Center.

5 **Community Investment**

These strategies relate to the organizational structures and communication that leads to better use of public space. That could mean getting the word out about local assets, forming a Main Street organization, or creating systems for regular events and programming.

Art & Public Space

The addition or improvement of public art, plazas, and greenspace will help to create a city core that reflects Essex Junction and creates a pleasing place to be.

PLAN ACTIONS



Prioritize People

PP1. Food Trucks on Memorial Wav » **PP1.1** Develop a public space management program for food trucks and other uses of public spaces

PP2. Pearl Street road diet around shopping centers and the CVE



» PP2.1 Add bike lane on four-lane section

» PP2.2 Rechannelize Pearl in focus area

» PP2.3 Add crosswalks in targeted locations

» PP2.4 Add concepts from Charrette

PP3. Focus on Railroad Ave as a people street

» **PP3.1** Add structures for market and community events on Railroad Ave, adjacent to the tracks

» PP3.2 Test temporary closures of Railroad Ave for events.

» **PP3.3** Integrate public art and cultural elements

» PP3.4 Add more landscape and fun lighting

» PP3.5 Leverage Amtrak Station improvements as an opportunity to improve public space and streetscape functionality

ART & LIGHTING PP3.3

PEDESTRIAN CROSSINGS PP2.3

PLAN FRAMEWORK | 19



CC1. Park Street road diet

» CC1.1 Stripe a bike lane between Railroad St and River St

» CC1.2 Remove a lane and add a sidewalk. bike lane, and people space on the east side

» CC1.3 Continue for the remainder of Park St until Cascade St

CC2. Main Street road diet

» CC2.1 Build pocket park

» CC2.2 Remove a lane of Main St and add sidewalk and people space

» CC2.3 Update pocket park to include expanded use of Main St ROW

CC3. Test road closures on Main Street

» CC3.1 Close Main St for a summer event on a weekend

» CC3.2 Close Main St to test traffic flow during a weekday

» CC3.3 Consider long-term closure of Main St and potential design options

CC4. Redevelopment at Main and Maple

» CC4.1 Mixed-use building with housing and active street-level retail

» CC4.2 Landscaping and open space provided in pocket park

» CC4.3 Support concept of the Village Green

» CC4.4 Programming and activation of public spaces





DA1. Design guidelines for streetscapes, entrances, and amenities

increase feasibility of adding amenities through redevelopment

street-level use requirements

through redevelopment

in the LDC



MIXED-USE DEVELOPMENT DA1.2

- » **DA1.1** Height increases as a strategy to
- » DA1.2 Mixed-use development and active
- » DA1.3 Refine use charts for street-level uses
- » **DA1.4** Update the land development code (LDC) to include new standards that align with implementation of this plan and add amenities
- » DA1.5 Integrate form-based code elements

DA2. Add retail along Pearl St frontage of Post Office Square

» DA2.1 Review the LDC to ensure development is feasible and has appropriate standards

» DA2.2 Consider parking modifications to allow infill development

DA3. Partner with the CVE on redevelopment opportunities that add amenities and enhance economic development

DA4. Redevelopment of Pearl St shopping centers

» DA4.1 Update TOD District, HA District, and MF-MU1 District standards to align with the goals of this plan

» DA4.2 Develop requirements for active street level uses

» DA4.3 Park and open space requirements for large scale redevelopment Increase building heights in appropriate zones

STRATEGIC, TASTEFUL HEIGHT INCREASES DA1.1

MAINTAIN & CREATE NEW OPEN SPACE



DIVERSE PEDESTRIAN AMENITIES DA1, DA3

PLAN FRAMEWORK | 21

HT1. Increase building heights in appropriate zones **» HT1.1** Increase height limits to seven stories in the TOD District and City Center

> » HT1.2 Right size height limit along certain street frontages including Pearl St to consider pedestrian experience.

> **» HT1.3** Consider changes to Comprehensive Plan and zoning amendments to create more housing, encourage better design, add public amenities, and mitigate the impacts of height increases

HT2. Increase housing capacity

» HT2.1 Consolidate zoning districts

» HT2.2 Refine the zoning map to add housing capacity

HT3. Develop a land capacity model and monitoring program for housing production

» HT3.1 Develop a land capacity model to address compliance with new VT growth targets

» HT3.2 Develop a monitoring program that tracks housing production in the City

HT4. Consider permit streamlining approaches

STRATEGIC HEIGHT INCREASES & DESIGN GUIDELINES HT1



PEDESTRIAN-FRIENDLY STREETS



ACTIVE STREET LEVEL

HT2

MORE MIXED-USE DEVELOPMENT



UPPER LEVEL DISTINCTION OR SETBACK HT1.3



Make more connections

MC1. Add crosswalks, especially near transit

» MC1.1 ... on Pearl Street (several locations) » MC1.2 ... on Main Street » MC1.3 ... on Lincoln Street

MC2. Establish pedestrian connections through the CVE

pedestrian connections





» MC2.1 Partner with the CVE to formalize

PEDESTRIAN-FRIENDLY FEATURES, COMPLEMENTING TRANSIT SERVICE

MC3. Develop an official map with street and public improvements

» MC3.1 Adopt an official map with proposed streets and public improvements in the study area Enhance Stevens Park as a community asset

PEDESTRIAN CONNECTIONS MC1, MC2

PLAN FRAMEWORK | 23

Image: St. Albans, VT (Source: SE Group)

AS1. Enhance Stevens Park as a community asset **» AS1.1** Add signage and paths to Stevens Park to improve access

> » AS1.2 Conduct community engagement and develop a concept plan to enhance Stevens Park

AS2. Make use of CVE for employee parking » AS2.1 Partner with the CVE to allow local employees to park at the CVE to support more customer parking and short-term redevelopment opportunities

AS3. Keep historic buildings and support them with quality public space

» AS3.1 Maintain the National Register Historic District in Downtown

AS4. Create and maintain a public mural program **» AS4.1** Update the LDC to authorize murals

> » AS4.2 Commission murals on public buildings near Five Corners

» AS4.3 Explore opportunities to provide grants to businesses to commission murals

HIGHLIGHT THE CITY'S **BEST QUALITIES**

BRING THE COMMUNITY TOGETHER EJ2, EJ4

THINK TO THE FUTURE RECRUIT DESIRED BUSINESSES

> **INVEST IN EVENTS &** PROGRAMMING



COMMISSION MURALS & OTHER PUBLIC ART AS4

24

IMPROVE PUBLIC SPACE SURROUNDING EXISTING ASSETS AS4

WAYFINDING & PLACEMAKING ELEMENTS IN EXISTING PUBLIC SPACES AS1.1







- are missing from the area
- and market

the study area

EJ1. Market and recruit desired businesses

» EJ1.1 Review recent public engagement efforts to determine what types of businesses

» EJ1.2 Market study and marketing strategy

EJ2. More community events and programming

» EJ2.1 Bring back events like the block party

» EJ2.2 Invite groups to use public spaces in

EJ3. Promote Essex Junction as a destination based on local industry, culture, and assets

» EJ3.1 Develop a marketing campaign that highlights strategic assets and qualities

EJ4. Explore a Main Street type organization for **Five Corners**

> » EJ4.1 Explore the feasibility of a main street type organization for the Five Corners

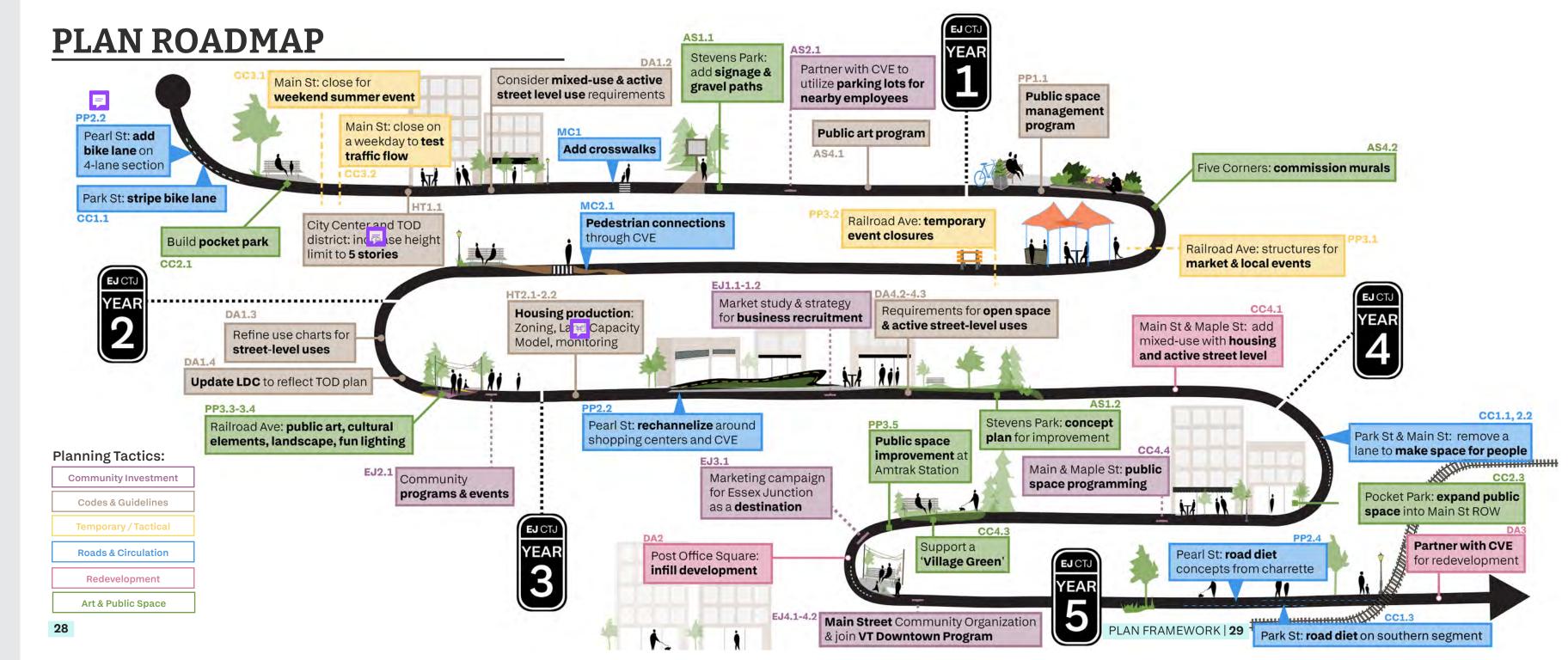
» EJ4.2 Explore feasibility of participating in the VT Downtown Program



PLAN FRAMEWORK | 25

PP CC AA

PLAN FRAMEWORK | 27





TILLI



COMMUNITY ENGAGEMENT | 31

COMMUNITY ENGAGEMENT

The project team set out to develop this Transit-Oriented Development Plan collaboratively with the community in Essex Junction in order to ensure that the voices of those most impacted by this project were heard and incorporated. Throughout the process, we reached out to specific stakeholders through interviews and focus groups, while also providing open opportunities for broader community engagement—at local events, in a hands-on Design Charrette, and via online platforms.

We actively engaged diverse stakeholder groups, including developers, business owners, community organizations, students, and those representing public spaces and facilities. In addition, public forums such as City Council and Planning Commission meetings allowed for ongoing dialogue with residents, while the project website served as a central hub for information and input.

To encourage meaningful participation, the project team hosted a dynamic, four-day workshop in Essex Junction, where participants had the opportunity to engage directly with the project and collaborate with the team in interactive working sessions. The weekend events drew a wide range of attendees—families, Councilmembers, developers, youth, seniors, and more—who shared their perspectives on the challenges and opportunities within the project area. Using this feedback, we developed key themes focused on enhancing housing options, creating vibrant public spaces, and supporting thriving local businesses, all accessible via public transit and multi-modal facilities. These themes were directly incorporated into the "Big Ideas" and action items proposed in this plan. Specific feedback and themes gathered from the Charrette are detailed in the upcoming pages.

In addition to designated engagement events, we consistently shared progress updates and offered ongoing opportunities for feedback through the project website and at other local events, including National Night Out and the Community Dinner. This continuous, collaborative approach has ensured that the TOD plan aligns with the needs and desires of the community, fostering a strong sense of ownership and support among Essex Junction residents, business owners, and

F

2024 •••••• August 1 Planning C presenting the Currer and Public Engageme ••••• August 5 Project We •••••• August 26 segment •••••• September 15-19 ba promoting the Charren •••••• November 7 Plannir reporting back from the Charrette

commission Meeting at Conditions Report nt Plan	
bsite Launch	•• August 6 National Night Out posters and flyers promoting the Charrette and Project Website
on Junction City News	
anner posted at 2 Lincoln tte	August - October Focus Groups and Interviews with key stakeholder groups
•••••	•• October 4-8 Community Design Charrette
	collaborative workshops hosted at the CVE and guided tours around the site area
ng Commission Meeting he focus groups and Design	
• • • • • • • • • • • • • • • • • • • •	•• January 25 "Vision and Big Ideas" document posted to project website for public comment
	•• January 26 Community Dinner "Big Ideas" posters presented for feedback

THE DESIGN CHARRETTE

FRIDAY Oct 4, 2024

Homecoming Game



We brought project boards to the homecoming game to introduce the project and ask people about challenges and opportunities in the area. Dozens of kids stopped by our table and gladly answered questions in exchange for candy.

Feedback method: Post-it notes added to Challenges and **Opportunities** Map

Themes:

- Kids enjoy the parks in Essex Junction, such as the playground at Thomas Fleming School and the pool at Maple Street Park. They also enjoy access to larger greenspaces outside the City such as Indian Brook and Sand Hill Park.
- Kids desire more food options and things to do, including shopping, go karts, and ice skating.
- People see opportunities for more green space, food trucks, and grocery stores.
- People appreciate the mix of "city" with "nature" and enjoy biking around, but there is a desire for better biking and walking conditions, especially for families/kids.

Challenges and Opportunities Map with post-its noting "assets, challenges, opportunities, and connections"↑

We spoke to lots of kids about what they love and want they want to see added to Essex Junction \rightarrow





SATURDAY Oct 5, 2024 **Kick-Off Presentation**

We presented slides on project background and existing conditions, with an option to join via webinar and live polling questions using Slido.

Feedback method: Live polling using Slido

In response to the open-ended polling question: participants said:

- Balance robust businesses, community spaces and safety
- Diversity of businesses
- Community connections through coffee shops
- Walkability
- Nothing—it would be ideal to overhaul the entire space and replace it with easy and quiet access paths for the younger generations to encourage civic engagement and community
- Historical character
- More restaurants
- Maintain the vibe
- Historical buildings and compatible new growth

Q Champlain Valley **Exposition** Centre



Describe the #1 asset you'd like to see preserved in the study area...

- Ensure accessibility for diverse (in all ways) residents
- Diversity of businesses
- Town character
- Viable local businesses serving residents
- Green space including river access
- Boxcar Bakery
- Open space for healthy activity
- Public transportation
- Safety
- Our historical character
- Nature
- Business vitality

In response to the open-ended polling question:

Describe the #1 thing you'd like to see changed in the study area... *participants said:*

- Segregated bike and walking paths bordered by green space to reduce traffic noise and increase walkability and access to businesses by non-car transportation methods
- More trees, with separation between sidewalks & road
- Turn 5 corners to 4 corners
- Historical aesthetic matching
- Traffic control during CVE events—add crosswalk lights
- Traffic calming everywhere
- Keep main street open because traffic will be forced to side streets
- Focus on safety and good use of density
- Pedestrian railroad crossings
- Close Main Street
- Protected bike lanes everywhere
- Mandate green space/communal space in new development

- Less parking out front
- Infill parking lots
- Learn from past planning mistakes
- Add two stories to every building in the study area
- More Affordable housing
- Bike lanes on Pearl–West Street to Susie Wilson
- Return of Amtrak [route] to Montreal
- Crosswalks near every bus stop; Design control; Less traffic
- Not sure yet
- No strip malls—Crosswalks on Pearl Street
- Continuous bike lanes
- Traffic calming strategies
- Better stakeholder involvement
- Close Main Street

When prompted: In up to 3 words, describe what you see as the biggest challenges in the study area, participants said:

When prompted: In up to 3 words, describe your vision for the study area, participants said:



COMMUNITY ENGAGEMENT | 37

SATURDAY Oct 5, 2024

Workshop activity #1: Challenges + Opportunities

Champlain Valley Exposition Centre

Feedback method: Participants broke into 4 groups and marked up *Challenges and Opportunities Maps* to show:

- Assets they want to protect.
- Challenges that require improvements.
- Opportunities to transform places into something new.
- Existing or potential connections.

Themes:

Pearl Street:

- The city needs to pair crosswalks and bus stops.
- Traffic calming measures should be implemented to slow down through traffic.
- There are fewer eastbound transit stops than westbound.
- Bike lanes are dangerous and discontinuous opportunity to road diet to create safer bike paths.

5 Corners:

- Possibility of shutting down Main Street or reducing a lane of traffic (opinions for and against).
- Possibility of closing Railroad Ave to car traffic between Central Street and Main Street.

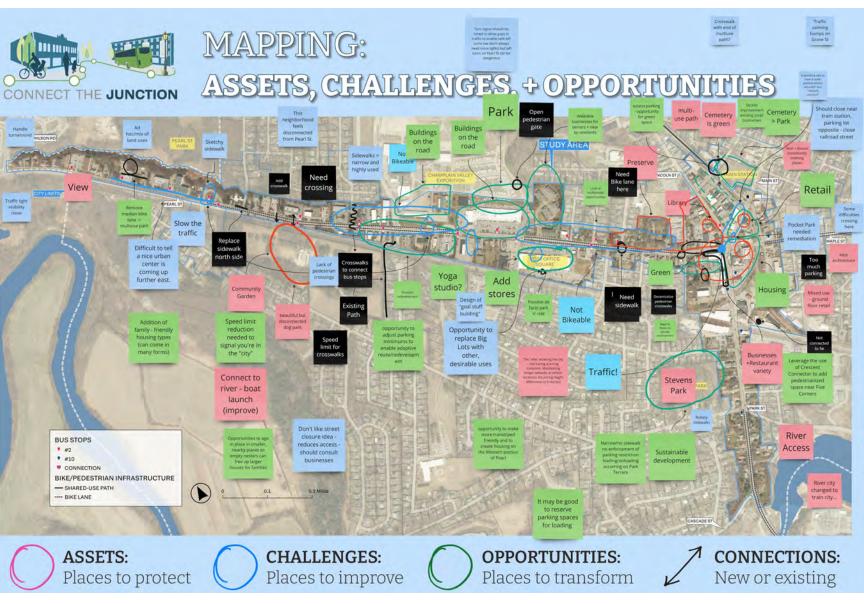
Park Street

• Desire to create contiguous bike and pedestrian paths to access the river.









Aggregation of Feedback from the 4 groups; see appendix for original maps.

COMMUNITY ENGAGEMENT | 39

SATURDAY Oct 5, 2024

Workshop activity #2: Redevelopment + Infill



Feedback method: Participants remained in their groups and placed stickers to show where they envision different housing types, public spaces, and streetscape elements.

Themes:

Pearl Street:

- Existing strip malls could be redeveloped as mixed-use without setbacks and with parking behind the buildings.
- Denser housing, including middle housing and lower density multifamily, is desired along the northwest edge of Pearl, and in secondary study areas.
- Challenge with sound mitigation if housing is proposed near the CVE.
- Opportunity for more diverse and year-round uses of the CVE property.

5 Corners

- Desire to integrate green space into future development.
- Residents appreciate the current mix of retail and restaurants.
- Desire for mid- to high-density mixed-use development.
- People like the idea of incorporating parklets and food trucks into public space.





SUNDAY Oct 6, 2024

We walked around the Five Corners and Pearl Street areas. talking about existing conditions and noting opportunities for new development and uses of space.

MONDAY Oct 7, 2024

Site Tour

After the ribbon cutting for the new Crescent Connector, we walked the new throughway and around Five Corners to discuss how this change can pave the way for new development in the area.

Feedback method: Tour attendees provided feedback through conversation and by marking up maps.

Themes:

- Reduce impact from traffic on pedestrians and bicvclists.
- Railroad Avenue presents unique opportunity for a pedestrian-oriented street. Capitalize on the Crescent Connector.
- Crosswalks should be added to the places where people are already making street crossings.

Site Tour Q Five Corrners -> Pearl Street



Crescent Connector + Five Corners



- Expanded and improved public space will support new development.
- Focus on community needs versus accommodating regional traffic.
- Right-of-way constraints make bicycle facilities challenging.



The Sunday tour started in the parking lot in front of Firebird Cafe, looped around Railroad Ave, and extended along Pearl Street.

MONDAY Oct 7, 2024 **Closing Presentation**

We presented a summary of what we had heard throughout the weekend at the workshop, tours, and during "open studio hours" during which people were invited to share feedback on project boards, using activity maps, and via conversation with project team members.

Vision + Big Ideas:

- 1. Prioritize People
- 2. Capitalize on the Connector by making more "people space"
- 3. Add activity and amenities with new development
- 4. Add housing thoughtfully
- 5. Make more connections
- 6. Make the assets shine
- 7. Essex Junction for Essex Junction

A model of a potential redevelopment scheme whereby the corner of Main Street and Park Street is an urban plaza. ↑

A concept an arc of green spaces around the Five Corners, with Main Street reduced to two lanes and Railroad Avenue improved with market shed buildings. \rightarrow

Champlain Valley Exposition Centre





PLAN ACTIONS





Improve the experience for pedestrians and cyclists while calming traffic that moves through Five Corners by allocating more right-of-way space for multi-modal transportation, landscaping, lighting, and public space.



1	Redevelopment
2	Codes & Guidelines
3	Temporary / Tactical
4	Roads & Circulation
5	Community Investment
6	Art & Public Space

PP4. Food Trucks on Memorial Way	PP1.1		
PP5. Pearl Street road diet	PP2.1		
		PP2.2	
		PP2.3	
		PP2.4	
PP6. Focus on Railroad Ave as a		PP3.1	
people street		PP3.2	
		PP3.3	
		PP3.4	
		PP3.5	
Timeline (years)	Short (0-1)	Med. (1-5)	Long (5-20)

PRIORITIZE PEOPLE | 45

ACTIONS



Big Idea | PP Prioritize People Action | PP1 Food Trucks on Memorial Way

Description | Public engagement participants expressed a desire to keep and expand the variety of businesses in the City Center. While mixed-use buildings may slowly develop and fill with retail, food trucks can offer a more flexible and short term way to meet this need. Further, food trucks can activate space by drawing in customers and bringing activity onto the streets.

Memorial Avenue presents an opportunity to prioritize people by closing the road to cars, bringing in food trucks, and turning this seldomused stretch of road into public





Big Idea | PP Prioritize People Action | PP1 Food Trucks on Memorial Way

Subaction | PP1.1 Develop a public space management program for food trucks and other use public s 🕫 ces

Description | The City has recently updated its municipal code to increase the ways in which food trucks can utilize space. It can continue to support the proliferation of food trucks in Five Corners by creating a public space management program, which could include efforts such as streamlining the permit process, advertising participating trucks on the City website, or supporting food trucks with events that will draw in customers.

This program could be broadly focused on public space management and include additional items such as sidewalk cafes, murals, and events.



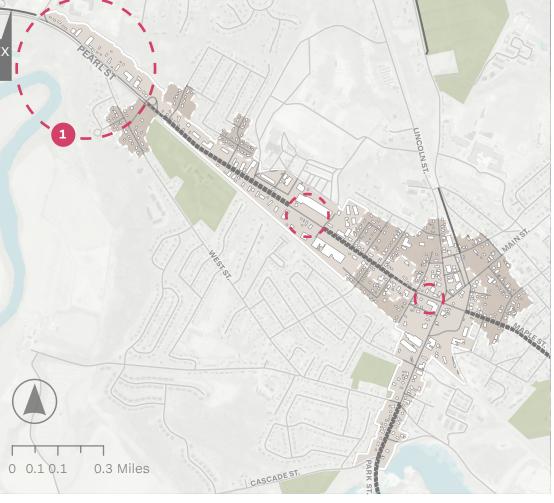


COLCHESTER/ESSEX MULTI-USE PATH

Big Idea | PP Prioritize People Action | PP2 Pearl St. road diet

Description | Prioritizing people on Pearl St. means allocating less space for cars and more space for cyclists and pedestrians. This effort, referred to as a "road diet," involves removing or reducing the size of travel lanes, which has the added benefit of naturally cars. The extra right-of-way space recuperated from the road diet can be used to create wider buffers separating bicycles from traffic, which can include greenery or other amenities. It can mean bringing bicycle lanes off of the road and onto a curb and increasing the width allocated to these lanes as well as sidewalks.

The map on the right shows 3 areas where a road diet would allow the City to fill in gaps in bicycle infrastructure. While these sections are the focus of the next few pages, the bicycle and pedestrian facilities along the entire stretch of Pearl St. pictured (from Susie Wilson Rd. to Park St.) would benefit from additional space and buffering from the road.



Legend



PRIORITIZE PEOPLE | 49



Big Idea | PP Prioritize People Action | PP2 Pearl Street road diet

Subaction | PP2.1 Add a temporary bike lane to section 1

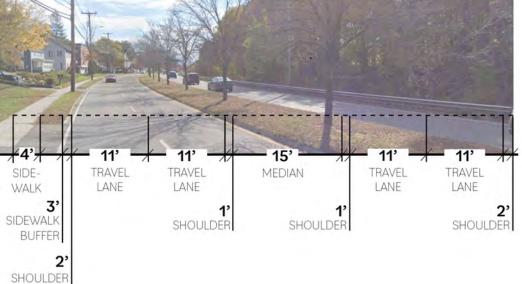
Descrippin | Pearl St. section 1 (between Susie Wilson Rd. and West St. Extension) lacks a bike lane, which means that cyclists heading in Essex Junction on the [name of shared use path] must ride on the road for several blocks. Because the road diet required to fill this gap may not be feasible in the short term, the City may want to take a tactical approach to creating a temporary shared use path or bike lane using an existing travel lane.

Many cities have created tactical bike lanes using planter boxes, bollards, or other objects to turn travel or parking lanes into bike lanes. The use of paint is an additional effort that can help mark the new use of the lane.

Due to the lack of development south of Pearl St. and the existing shared use path on the north, this plan recommends converting the north-most lane on Pearl St. into a shared use path, though more study is required.



PEARL ST. SECTION 1: FACING EAST



80' ROW



Temporary bike lane separated with (Source: Columbus Dispatch)

Temporary bike lane separated with cones and planters in Columbus, OH



Better Block PDX, Portland, OR (Source: Jonathan Maus via Bike Portland)



Big Idea | PP Prioritize People

Action | PP2 Pearl Street road diet

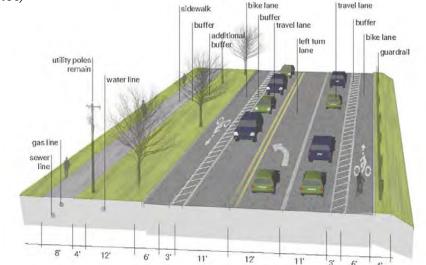
Subaction | PP2.2 Rechannelize Pearl St. between Susie Wilson Rd. and West St. Ext.

Description | Long-term, the addition of a permanent bike lane or shared-use path will facilitate safe travel for bicyclists as they move between Susie Wilson Rd. and West St. Ext. A road diet in this section is also a chance to widen the sidewalk and buffer from car traffic, creating a pleasnt experience for pedestrians. This rechannelization should consider potential changes to this zone, including height increases and reduced setbacks.

Scoping studies have already proposed alternative designs for this section of roadway. Pictured right is the preferred alternative from the 2018 Scoping Report Update. This design reduces to two travel lanes with one turn lane, maintains utility poles in their current positions, expands the sidewalk to 8', and adds on-street bike lanes in both directions.



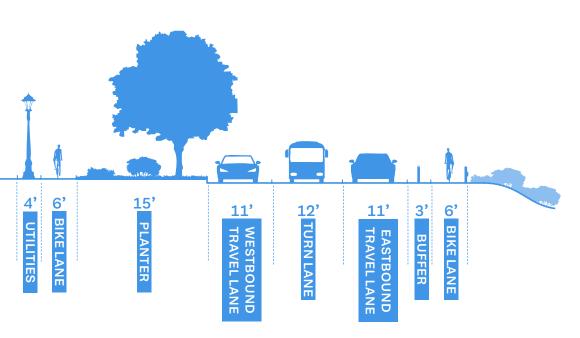
Proposal for future improvements to VT Route 15 at Susie Wilson Road Intersection (Source: Stantec)





F

PEARL ST. SECTION 1: FACING EAST



The proposed section above keeps many components from the 2018 preferred alternative, including the road channelization, utilities placement, and the widths of the sidewalk and bicycle lanes. The main update is the placement of the westbound bicycle lane, which is shown on the curb and separated from traffic by a planting strip. Putting this bike lane on the curb aligns it with proposed channelization for Sections 2 and 3, creates safer riding conditions, and frees up the 3' that was proposed to be used an on-street buffer. This 3' is shown added to the planting strip, but could also widen the utilities zone, which could be used for benches, bike racks, and other amenities.



Big Idea | PP Prioritize People Action | PP2 Pearl Street road diet Subaction | PP2.3 Rechannelize Pearl St. Section 2

Description | As Pearl St. develops with more ground floor, mixed-use buildings and smaller setbacks (seeing sections DA and HT), there is an opportunity to create a walkable area for shopping, dining, and gathering. A streetscape that supports this kind of environment might include wider sidewalks separated from the road by planters with trees and amenities like benches and public art.

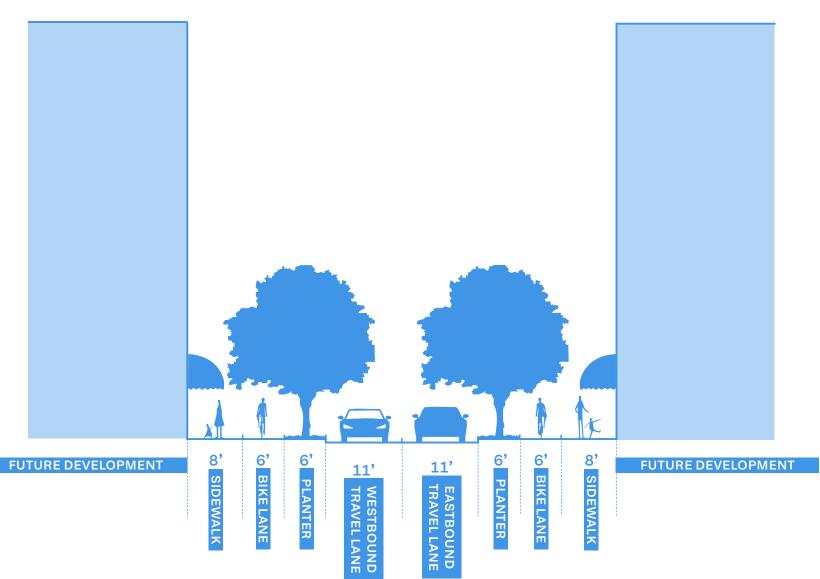
The existing sidewalks in this section or Pearl St. are 5-7' with 3' buffers from adjacent traffic. A road diet in this area would look at using the existing turn lane for additional space for sidewalk and bicycle facilities, as well as wider planting strips planted with trees.

F



PEARL ST. SECTION 1: FACING EAST 56' ROW 12' <a>12' → 6' 11' 11' 25' → PLANTING SIDE-TRAVEL SIDE- SETBACK TURN LANE TRAVEL LANE LANE STRIP WALK WALK 3' 2 SIDEWALK BUFFER SHOULDER SIDEWALK BUFFER SHOULDER





PEARL ST. SECTION 2: FACING EAST



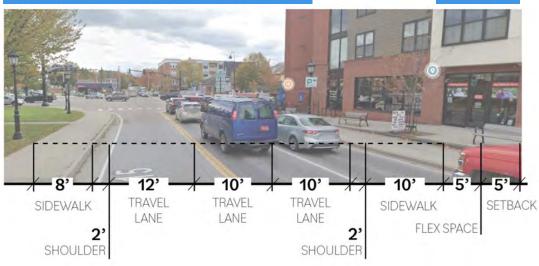
Big Idea | PP Prioritize People Action | PP2 Pearl Street road diet Subaction | PP2.3 Rechannelize Pearl St. section closest to Five Corners

Description | There is a 1 block gap in bike facilities between School St. and Five Corners, requiring cyclists to use car travel lanes before entering into the intersection. As the City invests in upgrades to Pearl St. that address the narrow sidewalks, bike lanes, and buffers, this gap in facilities can be filled.

With a narrower right-of-way than Pearl St. sections 1 and 2, this streetscape would benefit from the acquisition of additional right-of-way on the north side of Pearl St. The sections on the following page show possible layouts with and without this additional acquisition.



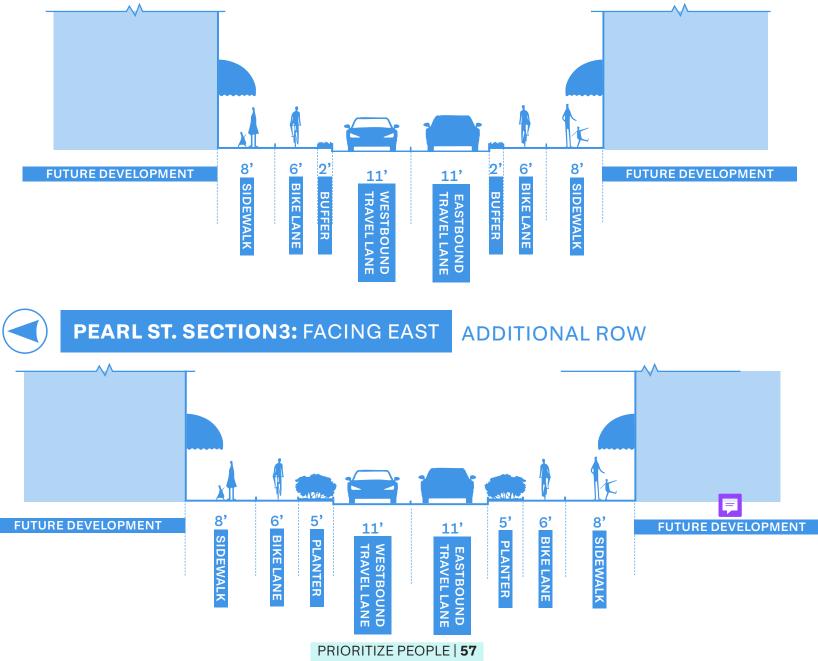
PEARL ST. SECTION 1: FACING EAST



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54' ROW

FUTURE DEVELOPMENT



PEARL ST. SECTION3: FACING EAST

EXISTING ROW



Big Idea | PP Prioritize People Action | PP3 Focus on Railroad Ave. as a people street

Description | Sandwiched between Central St. and Main St., Railroad Ave. is a naturally calm street that has the potential to serve as a pedestrian hub. Anchored at the north with the Amtrak Station and lined with local businesses, there are opportunities to tailor the design and programming of the street to facilitate more public life. In the past, this stretch of roadway hosted Essex Junction's farmers market, showing its viability as a festival street.

Now, the City has begun the process of redesigning the Amtrak Station, bringing about the possibility to not only update the building, but connect to its urban surroundings. This effort combined with upgrades to the streetscape and an effort to regularly program the area could result in a new hub for events and daily life in the City Center.

before picture

After picture: rendering of closed street from the ground

PP3.1

Big Idea | PP Prioritize People Action | PP3 Focus on Railroad Ave as a people street Subaction | PP3.1 Add structures for market and community events on Railroad Ave, adjacent to the tracks **Description** | What is currently used for parking adjacent to the railroad tracks could serve as space for flexible structures used to activate the street. These could be besp **K** or off-the-shelf structures that provide infrastructure for events like farmers markets, festivals, and other street fairs.

ADD CAPTIONS

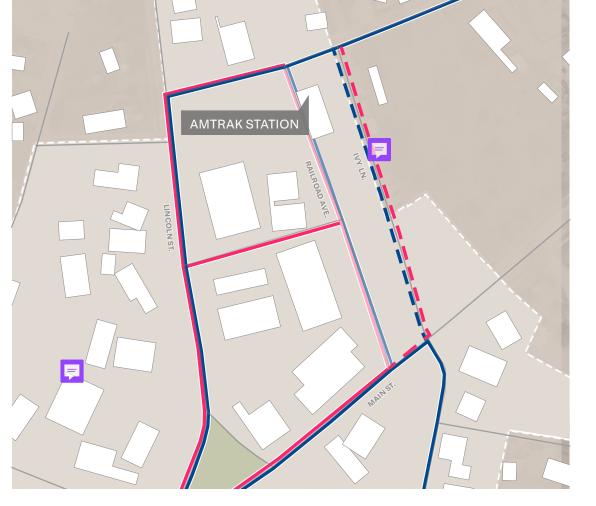




Big Idea | PP Prioritize People Action | PP3 Focus on Railroad Ave as a people street

Subaction | PP3.2. Test temporary closures of Railroad Ave for events

Description | Permanently or intermittently closing Railroad Ave. would allow for its use during events or daily a a pedestrian street. Additional activation would be needed to ensure that this would be sucessful, and bus circulation would need to be rerouted.



Legend

STUDY AREA

- Primary
- Secondary

BUS LINES

- #10 WILLISTON-ESSEX
 - CURRENT ROUTE RAILROAD AVE
 - - POTENTIAL REROUTE
- #2 ESSEX
 - CURRENT ROUTE RAILROAD AVE
 - POTENTIAL REROUTE



Big Idea | PP Prioritize People Action | PP3 Focus on Railroad Ave as a people street Subaction | PP3.3 Integrate public art and cultural elements **Description** | Public art such as murals, sculptures, and pavement designs can help to tell the story of Essex Junction. Interpretive signage is another tol for communicating the history, ecology, and other important information

PP3.4

about the City.

Big Idea | PP Prioritize People Action | PP3 Focus on Railroad Ave as a people street Subaction | PP3.4 Add more landscape and fun lighting **Description** | A future redesign of Railroad Ave. should consider updated amenities for an improved pedestrian experience. These could include widening the sidewalk and planting strips, allowing more space for greenery. The addition of decorative lighting would also contribute to the road's function for events and daily pedestrian activity.

> Top: Sculpture along the Indianapolis Cultural Trail.

Bottom Left: Light projections onto a building

Bottom Right: Sculptural scaffolding with lighting creates a unique entrance to Sawyer Street in London. UK.









Big Idea | PP Prioritize People

Action | PP3 Focus on Railroad Ave as a people street

Subaction | PP3.5 Leverage Amtrak Station improvements as an opportunity to improve public space and streetscape functionality

Description | Effective architecture connects to its urban surroundings and the project to improve Essex Junction's Amtrak Station will be an opportunity to also address the streetscape that surrounds it.



The above rendering shows the addition of market structures on Railroad Avenue, creating a hub of activity surrounding the Amtrak Station. **62**

CAPITALIZEONTHECONNECTOR 65

CAPITALIZE ON THE CRESCENT CONNECTOR

Leverage the City's investment in the Crescent Connector with complimentary development of open space, bicycle and pedestrian infrastructure and supportive retail and housing.



1	Redevelopment	CC5.
2	Codes & Guidelines	
3	Temporary / Tactical]
4	Roads & Circulation	CC6.
5	Community Investment	
6	Art & Public Space	<u> </u>

CC5. Park Street road diet	CC1.1		
		CC1.2	
			CC1.3
CC6. Test road closures on Main	CC2.1		
Street		CC2.2	
		CC2.3	
CC7. Main Street road diet	CC 3.1		
		CC3.3	
CC8. Redevelopment at Main &		CC4.1	
Maple		CC4.2	
		CC4.3	
		CC4.4	
Timeline (years)	Short (0-1)	Med. (1-5)	Long (5-20)

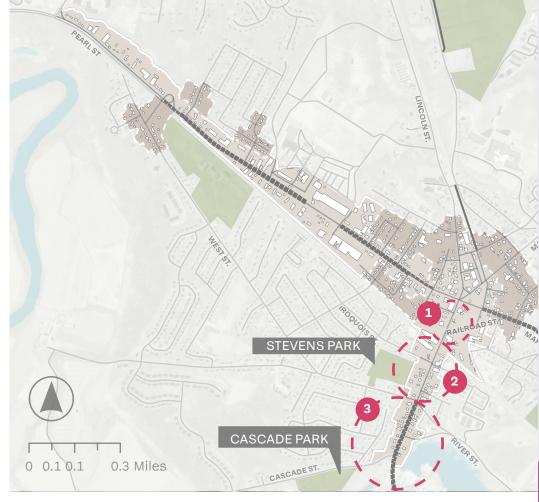


Big Idea | CC Capitalize on the Crescent Connector Action | CC1 Park Street Road diet

Description | Park St. is an important route for cars, cyclists, and pedestrians accessing the Five Corners area and moving around Essex Junction. Currently, much of the roadway lacks bicycle facilities, and its sidewalks are inconsistent with a pedestrian-oriented area.

The City can use short and longterm strategies to fill in gaps in bicycle infrastructure and expand pedestrian space. This will help improve connectivity between parks, provide safe and comfortable multi-modal access to and from Five Corners, and create a walkable place with engaging pedestrian experiences.

re f s,



Legend



STUDY AREA





Big Idea | CC Capitalize on the **Crescent Connector**

Action | CC1 Park Street road diet

Subaction | CC1.1 Stripe a bike lane between Fiver Corners and **River St**

Description | While a complete redesign of Park St. may not be achievable in the short term, the use of an existing vehicle lane as a bike lane requires only restriping and the addition of a buffer. This would fill in the existing gap in bicycle infrastructure, allowing cyclists to safely move between Five Corners and Cascade Park.



PARK ST. SECTION 1: FACING NORTH

66' ROW



add bike path symbol

CC1.2

Big Idea | CC Capitalize on the **Crescent Connector**

Action | CC1 Park Street road diet

Subaction | CC1.2 Rechannelize Section 1

Description | The removal of the east-most travel/turn lane on Park St. will free up the ROW needed for bicycle facilities and additional pedestrian space. This will facilitate the safe passage of cyclists and will help create a comfortable pedestrian environment that can include amenities like benches and public art.

With bicycle facilities being added only on one side, a shared-use path facilitates traffic in both directions, while also allowng space for pedestrians. Shared-use paths in urban settings can serve as engaging corridors for public life. As cyclists near Five Corners, they should naturally slow down and may be looking for places to park their bicycles. The mixing of these groups thus functions well in this context.





ABOVE: The Indianapolis Cultural Trail winds through downtown, an avenue for cyclists and pedestrians to explore the area's museums, parks, and restaurants.

LEFT: The Cultural Trail assumes several typologies over its 8-mile span. Pictured here, an amenity zone alternates between planted areas, bus stops, and other paved areas.



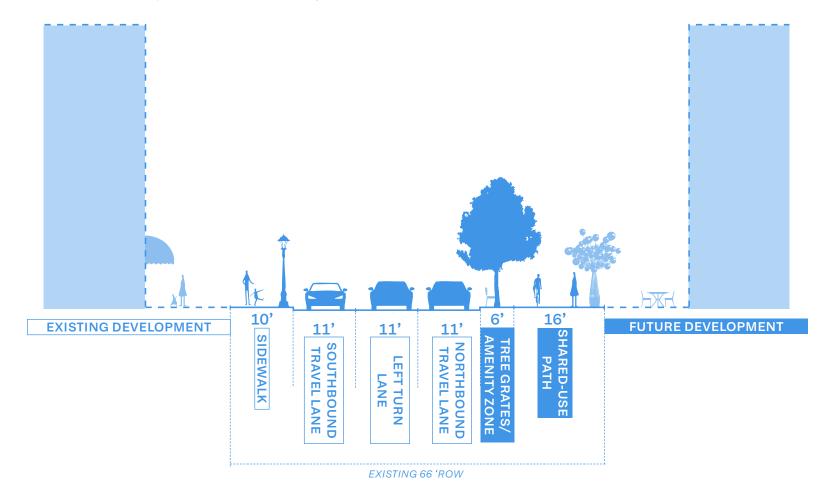
PARK ST. SECTION 1: FACING NORTH

USING 1 LANE REDUCTION FOR FLEXIBLE + ENGAGING PEDESTRIAN SPACE

The proposed section BELOW removes the eastern turn/travel lane and buffer, freeing up 12' of "people space." In this alignment, a 16' shared-use path accommodates bicycle traffic in both directions, as well as pedestrians. Art

pieces and signage in this zone add interest, wayfinding, and opportunities to express Essex Junction's culture. Between car traffic and multi-modal facilities, a 6' buffer is interspersed with trees planted into grates, benches, bicycle racks, and other amenities.

On either side of the ROW, building setbacks function as additional pedestrian and cafe space, allowing building activities to spill out onto the streetscape.



CC1.3

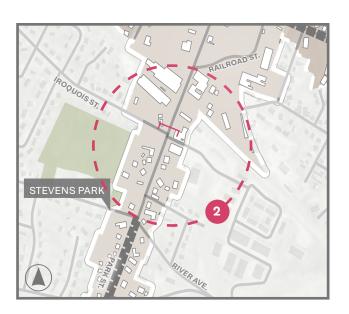
Big Idea | CC Capitalize on the **Crescent Connector**

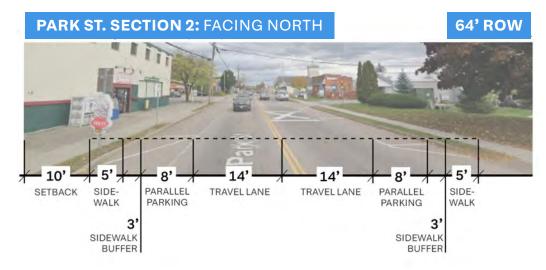
Action | CC1 Park Street road diet

Subaction | CC1.2 Rechannelize Section 2

Description | The removal of the east-most travel/turn lane on Park St. will free up the ROW needed for bicycle facilities and additional pedestrian space. This will facilitate the safe passage of cyclists and will help create a comfortable pedestrian environment that can include amenities like benches and public art.

With bicycle facilities being added only on one side, a shared-use path facilitates traffic in both directions, while also allowng space for pedestrians. Shared-use paths in urban settings can serve as engaging corridors for public life. As cyclists near Five Corners, they should naturally slow down and may be looking for places to park their bicycles. The mixing of these groups thus functions well in this context.





ACTIONS



PARK ST. SECTION 2: FACING NORTH

ROAD DIETING TO ACCOMODATE AN **URBAN NEIGHBORHOOD SHARED-USE** PATH

On this stretch of Park St., reducing the travel lanes to 11' frees up 6' of space for pedestrian and cyclist infrastructure, plus an additional 4' of row from the east setback.

A 6' amenity zone separates cars from people, creating space for bike racks, benches, trees, interpretive signage, and other amenities. The 12' shareduse path abuts buildings with setbacks sometimes planted with mature trees, creating a green corridor for walking and rolling.

With a flexible amenity zone and a fairly wide path, this corridor could wind, allowing its construction to spare existing trees and create an engaging pathway experience.

Notably, this configuation allows the 2 parking spaces to remain.

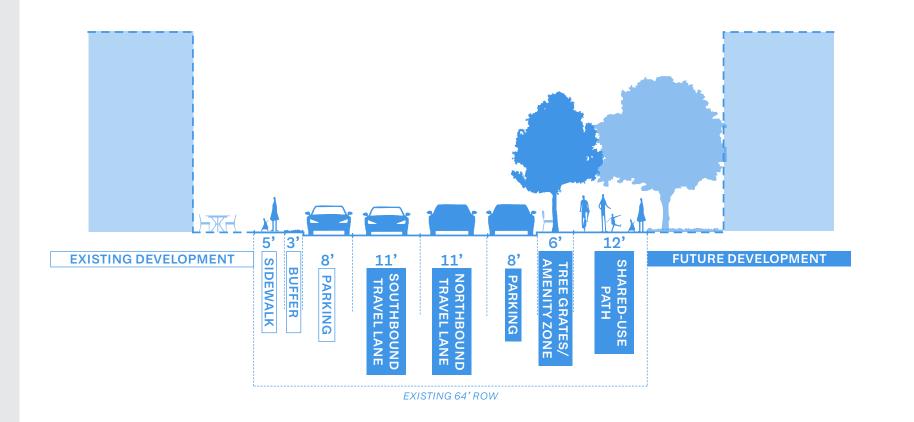


Big Idea | CC Capitalize on the Crescent Connector

Action | CC1 Park Street road diet

Subaction | CC1.3 Rechannelize Section 3

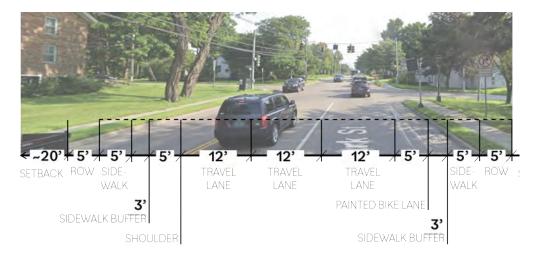
Description | The next phase of a Park St. road diet will improve existing bicycle and pedestrian facilities, separating cyclists from the road with a curb and planted buffer.





PARK ST. SECTION 3: FACING NORTH

72' ROW



CAPITALIZEONTHECONNECTOR 73

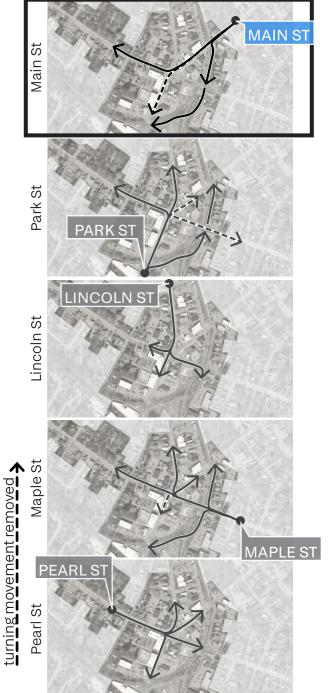


Big Idea | CC Capitalize on the Crescent Connector Action | CC2 Main Street road diet

Description | Previous planning efforts have proposed closing Main St. to car traffic, and the recent completion of the Crescent Connector helps to make this feasible by providing an alternative route. This plan suggests several options for creating more pedestrian centered space within the 5 Corners by potentially removing a lane of traffic on Main St and Parks St respectively as well as closing Memorial Ave and possibly Railroad Ave. The diagram to the right shows how these changes could impact turning movements in the 5 Corners.



Turning movement revisions







BELOW: Rendering showing a Main Street road diet creating expanded pedestrian space buffered from car traffic with street trees. A mixed-use building is developed at Main and Park Street, with a plaza frontage offering space for people to gather, relax, and enjoy the greenery.

MIXED-USE DEVELOPMENT

FLEXIBLE PLAZA SPACE

PARKST.

Unden

REMOVE PARKING LANES TO ADD PLANTERS

CAPITALIZEON THE CONNECTOR | 75

-



Big Idea CC Capitalize on the Crescent Connector

Action | CC2 Main Street road diet

Subaction | CC2.1 Build pocket park

Description | The City is in the process of designing a pocket park that will make use of the City-owned portion of the east-most parcel between Main St. and Park St. This will bring the addition of public gathering space that can support businesses by offering seating, greenery, and other amenities.



Big Idea | CC Capitalize on the Crescent Connector

Action CC2 Main Street road diet

Subaction | CC2.2 Remove a lane of Main St and add sidewalk and people space

Description With traffic diverted away from Main St., the segment between Five Corners and Railroad Ave. should have less traffic. A road diet can encourage its use by pedestrians, allocating an existing traffic lane for additional space for people to walk and gather.



Big Idea | CC Capitalize on the Crescent Connector

Action CC2 Main Street road diet

Subaction | CC2.3 Update pocket park to include expanded use of Main St

Description | A Main St. road diet will free up additional people space. The City can thus expand the pocket park to facilitate additional connectivity and gathering space within Five Corners.



Big Idea CC Capitalize on the Crescent Connector Action | CC3 Test road closures on Main Street **Description** | The City should test Main St. closures before committing to a permanent resdesign. This will allow them to test activation strategies, work through storage options for the necessary materials, and document any issues that arise.

CC3.1

Big Idea | CC Capitalize on the Crescent Connector Action CC3 Main Street road diet Subaction CC3.1 Close Main St. for a summer event on a weekend **Description** | A summer event is the perfect time to test a street closure, allowing the City to work through details such as where they will store the necessary equipment and how they will coordinate with businesses with Main St. storefronts.

CC3.2

Big Idea | CC Capitalize on the Crescent Connector Action CC3 Main Street road diet Subaction | CC3.2 Close Main St to test traffic flow during a weekday **Description** | A weekday closure of Main St. will be a test for how it functions during rush hour traffic, as well as how activated the street is during a more day-to-day scenario. The City can explore programming options and may consider partnerships with the library, teen center, or Main St. businesses.







Big Idea | CC Capitalize on the **Crescent Connector**

Action | CC3 Main Street road diet

Subaction | CC3.3 Consider long-term closure of Main St and potential design options

design options

Description | Should the City decide that closing Main St. to cars is the best use of that block, there are several ways it can be designed to best function as a pedestrian street. Curbless streets, decorative paving, and catenary lighting are a few options.

ABOVE: In Boulder, CO, a pedestrian street integrates ample tree coverage, decorative lighting, and planters lined with seating.

LEFT: One of many pedestrian streets in Montreal, QC, this one features decorative pavement and is lined with outdoor cafes.



Big Idea | CC Capitalize on the Crescent Connector Action | CC4 Redevelopment at Main & Maple **Description** | The parcel at Main St. and Maple St. has the potential to offer housing that connects to public transit, ground floor and pedestrian-oriented retail, and public space that brings additional trees and landscaping to Five Corners. The rendering below shows a five-story building fronted with a plaza space that blends into a streetscape along Main St., creating a hub and corridor of pedestrian-oriented greenery.



BELOW: Rendering showing a Main Street road diet creating expanded pedestrian space buffered from car traffic with street trees. A mixed-use building is developed at Main and Park Street, with a plaza frontage offering space for people to gather, relax, and enjoy the greenery.



Big Idea | CC Capitalize on the Crescent Connector

Action | CC4 Redevelopment at Main & Maple

Subaction | CC4.4 Programming and activation of public spaces

Description | If people are not in the habit of walking to and around Five Corners, they might not immediately begin using new and improve public spaces. The City can jumpstart this cycle by programming public spaces with games, events, and activities. This will require City staff time or significant partnerships with organizations that can take on the marketing and operation of this effort.

PRECEDENT PHOTOS OF PROGRAMMING OPTIONS

CAPITALIZEON THE CONNECTOR |81



Ensure that new development includes amenities for residents and visitors through design guidelines and code updates.



Redevelopment
 Codes & Guidelines
 Temporary / Tactical
 Roads & Circulation
 Community Investment
 Art & Public Space

DA4. Design guidelines for streetscapes, entrances, and			
amenities	DA1.2		
		DA1.3	
		DA1.4	
DA5. Add retail along Pearl St		DA 2.1	
frontage of Post Office Square		DA2.2	
DA6. Partner with the CVE on redevelopment opportunities that add amenities and enhance economic development			DA3
DA7. Redevelopment at Main &			
Maple		DA4.2	
		DA4.3	
Timeline (years)	Short (0-1)	Med. (1-5)	Long (5-20)

DEVELOP TO ADD | 83



Action | DA1 Design guidelines for streetscapes, entrances, and amenities

Description | Currently, much of Essex Junction is auto-oriented, producing an uninviting pedestrian environment without a lot of walkable amenities. Design guidelines can help to reshape the ground floor environment by creating more inviting building entrances, better transitions from outdoor to indoor spaces and greener, more comfortable sidewalks and bike facilities. Changes to development code can additionally encourage the siting of more community serving businesses.

PUBLIC-FACING RETAIL, HIGH TRANSPARENCY

GROUND-FLOOR:



FRONTAGE ZONE (6-8'): STREET FURNITURE, AWNINGS, LIGHTING



PUBLIC AMENITY ZONE (6-12') STREET TREES, STORMWATER PLANTINGS, STREET FURNITURE, LIGHTING

PEDESTRIAN THROUGH-ZONE (5-10')

DA1.1

Big Idea | DA Develop to add activities and amenities Action | DA1 Design guidelines for streetscapes, entrances, and amenities Subaction | DA1.1 Height increases as a strategy to increase feasibility of adding amenities through redevelopment

Description | Allowing more dense residential and mixed-use development increases demand for and feasibility of siting amenities like like a grocery store, pharmacy, and small retail.

DA1.2

Big Idea | DA Develop to add activities and amenities Action | DA1 Design guidelines for streetscapes, entrances, and amenities Subaction | DA1.2 Mixed-use development and active street-level use requirements

Description | This action would modify zoning regulations to encourage active ground floor uses that interact with the street. Having more community facing businesses at ground level provides a more inviting and active environment for the community. Mixed use development with downstairs retail and upstairs housing can help to create community hubs at 5 corners and along Pearl Street.

DA1.3

Big Idea | DA Develop to add activities and amenities Action | DA1 Design guidelines for streetscapes, entrances, and amenities Subaction | DA1.3 Refine use charts for street-level uses **Description** | Typically use charts regulate what types of commercial, residential and industrial activities can take place within a zone. Essex Junction's use chart does not currently distinguish uses based on location within the building envelope. This action would modify ground floor uses in mixed use zones to encourage the siting of more interactive uses such as retail.

DEVELOP TO ADD 85



Action | DA1 Design guidelines for streetscapes, entrances, and amenities

Subaction | DA1.4 Update the land development code (LDC) to include new standards that align with implementation of this plan and add amenities through redevelopment

Description | The Land Development Code should be updated to include height increases, density bonuses, mixed-use and active street level use requirements, and other mandates and incentives to encourage development of people-centered space and vibrant, walkable neighborhoods.

DA1.5

Big Idea | DA Develop to add activities and amenities

Action | DA1 Design guidelines for streetscapes, entrances, and amenities

Subaction | DA1.5 Integrate form-based code elements in the LDC

Description | Form based codes regulate the physical attributes of buildings and the public realm rather than focusing primarily on uses. This type of regulation can create a more predictable and high-quality public realm. This action would help produce building frontages that are more human-centered by regulating level of transparency, landscaping, entrances and building massing.



Big Idea | DA Develop to add activities and amenities

Description Currently, Pearl St. is primarily fronted by parking lots, with commercial uses set back far from the street. Adding retail to the front of Post Office Square would begin to create a friendlier, more walkable thoroughfare that is more supportive of transit riders. This action suggests a phased approach starting with temporary liner buildings in the interim before full redevelopment.



Action | DA2 Add retail along Pearl St. frontage of Post Office Square

BELOW: Rendering showing infill development fronting Post Office Square, creating a more pedestrianfriendly corridor along Pearl, increasing opportunities for small business development, and expanding the public realm with additions of plazas and greenspace.



Action | DA2 Add retail along Pearl St. frontage of Post Office Square

Subaction | DA2.1 Review the LDC to ensure development is feasible and has appropriate standards

Description | This subaction includes the review and potential revision of the Land Development Code to reduce development barriers while ensuring a desireable built form. Possible changes could include increasing height limits.



Big Idea | DA Develop to add activities and amenities

Action | DA2 Add retail along Pearl St. frontage of Post Office Square

Subaction | DA2.2 Consider parking modifications to allow infill development

Description | This subaction considers removing or adjusting parking minimums to increase buildable area on lots. Currently residential zones require 1 off street parking space per dwelling unit for most housing types. Minimum parking requirements could be removed for accessory dwelling units and potentially red 🗖 d for multifamily 🔣 elling units, particularly those with proximity to transit.



Big Idea | DA Develop to add activities and amenities that add amenities and enhance economic development.

Description | The CVE is a 130 acre property in the heart of Essex Junction that hosts events and programming throughout the year, but is most active during the Champlain Valley Fairs a ch summer. This action reflects a community desire to work with **trd** CVE to consider new uses that could take place at the fairground that would contribute substantially to the community, particularly during the off-season.



Big Idea | DA Develop to add activities and amenities Action | DA4 Redevelopment of Pearl St. shopping centers

Description | This subaction considers redevelopment on both sides of Pearl Street in the existing shopping centers. Complimentary development on both sides of the street would create a secondary city hub to 5 Corners supported by mixed use and multifamily residential development. The rendering below suggests approachable facades along Pearl Street with parking at back of lot or underground to create a more vibrant public realm.

Action | DA2 Partner with the CVE on redevelopment opportunities



DA4.1

Big Idea | DA Develop to add activities and amenities Action | DA4 Redevelopment of Pearl St. shopping centers Subaction | DA4.1 Update TOD District, HA District, and MF-MU1 District standards to align with the goals of this plan

Description | The zoning districts above run along the Pearl St. corridor. Potential updates would include greater height allowances, density bonuses, revised parking minimums, open space requirements, and active street level use requirements.

DA4.2

Big Idea | DA Develop to add activities and amenities **Action** | DA4 Redevelopment of Pearl St. shopping centers Subaction | DA4.2 Develop requirements for active street level uses **Description** | This subaction expands on DA4.1 by developing specific requirements for street-level uses including ground-floor retail, cafes, publicfacing businesses, community spaces, or plazas to create a dynamic and engaging environment for pedestrians and encourage foot traffic.

DA4.3

Big Idea | DA Develop to add activities and amenities Action | DA4 Redevelopment of Pearl St. shopping centers Subaction | DA4.3 Park and open space requirements for large scale development

Description | This subaction involves development of specific park and open space requirements for large-scale developments to enhance quality of life for residents and visitors. Requirements may include a minimum percentage of the site for public parks, plazas, or green spaces, with design guidelines for accessibility, sustainability, and community use.



Increase housing capacity to align with city and state growth targets through design that fits within the historic City Center fabric and offers diverse options for residents.



1	Redevelopment
2	Codes & Guidelines
3	Temporary / Tactical
4	Roads & Circulation
5	Community Investment
6	Art & Public Space

HT5. Increase building heights in appropriate zones	HT1.1 HT1.2		
		HT1.3	
		HT1.4	
HT6. Increse housing capacity		HT2.1	
		HT2.2	
HT7. Develop a land capacity model and monitoring program for housing production			HT3
HT8. Consider permit streamlining			
approaches		HT4.2	
		HT4.3	
Timeline (years)	Short (0-1)	Med. (1-5)	Long (5-20)



Big Idea | HT Add Housing thoughtfully

Action | HT1 Increase building heights in appropriate zones

Description | Chittendon

County is facing a significant housing shortage due to long term underproduction of housing. A significant barrier to building more housing is often restrictive height limits that prevent development from "penciling". Giving developers more flexibility in heights can make projects more profitable without negatively impacting the look and feel of an area (when accompanied with solid design criteria). Adding height also reduces impermeable surface coverage for equivalent un densities - allowing more pedestria space while increasing housing volume.

The map to the right shows existing height allowance by zone prescribe by the LDC.

35' or 3 stories (whichever is less) 48' or 4 stories (whichever is less) 58' or 4 stories (whichever is less) 72' or 5 stories (whichever is less)

 e	MULTI-FAMILY/MIXED USE-1	HIGHWAY ARTERIAL	TRANSIT ORIENTED DEVELOPMENT	MULTI-FAMILY RESIDENTIAL 2	RESIDENTIAL OFFICE	RESIDENTIAL 2	MULTI-FAMILY MIXED USE-2	VILLAGE CENTER	MULTI-FAMILY RESIDENTIAL 3	
rs <e< td=""><td>58' MAX HEIGHT 72' AFFORDABILITY BONUS</td><td>58' 72'</td><td>58' 72'</td><td>35' 48'</td><td>35'</td><td>35'</td><td>35' 48'</td><td>58' 72'</td><td>35' 48'</td><td></td></e<>	58' MAX HEIGHT 72' AFFORDABILITY BONUS	58' 72'	58' 72'	35' 48'	35'	35'	35' 48'	58' 72'	35' 48'	
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s) s) s) s)	93	XAI	< XL (/ / / / / / / / / / / / / / / / / /		×					

ACTIONS



Big Idea | HT Add housing thoughtfully

Action | HT1 Increase building heights in appropriate zones

Subaction | HT1.1 Increase height limits to seven stories in the TOD **District and City Center**

Description As the map on the previous page shows, the current maximum height for the Village Center zone is 4 stories or 58' (whichever is less) with an affordability bonus of an additional floor (5 stories or up to 72'). Allowing more floors would provide more housing at the heart of Essex Junction that in turn can support vibrant retail activity at ground level. The code could increase the number of floors allowed without substantially increasing the height limit. A rule of thumb is to allow 12' floor height for residential floors and 14' for commercial. A 6 story mixed-use building can be accomodated under 72', and 86' with an additional floor for an affordability bonus (20% of units must be affordable to those making 80% of area median income).

BELOW: An example of a seven story mixed use building that matches the scale and materiality of the street. The additional height is balanced by the narrow frontage.



HT1.2

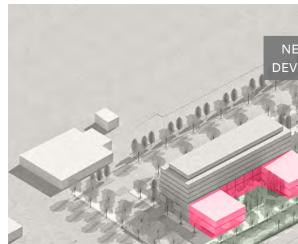
Big Idea | HT Add housing thoughtfully Action | HT1 Increase building heights in appropriate zones frontages including Pearl St.

Description | Existing Pearl St. development is primarily 1 and 2 stories high. A possible strategy for introducing more density is to have a lower height limit adjacent to Pearl St and to allow greater heights setback from the street. This can reduce the feeling of scale and create a comfortable transition zone that additionally buffers residential uses from the street.

HT1.3

Big Idea | HT Add housing thoughtfully Action | HT1 Increase building heights in appropriate zones Subaction | HT1.3 Consider changes to Comprehensive Plan and zoning amendments to create more housing, encourage better design, add public amenities, and mitigate the impacts of height increases.

Description | Zoning amendments and changes to the Comprehensive plan could update dimensional standards, design standards and allowed uses to regulate facade transparency, setbacks, green space and other site features that help to turn increased density from a challenge to an opportunity.



Subaction | HT1.2 Consider a lower height limit along certain street

BELOW: Rendering showing infill development fronting Post Office Square, creating a more pedestrianfriendly corridor along Pearl, increasing opportunities for small business development, and expanding the public realm with additions of plazas and greenspace. Multifamily residential buildings sit behind commercial reducing the feeling of scale.

NEW RETAIL DEVELOPMEN⁻ PEARL S

ACTIVE STREET FRONTAGE

HIGH DENSITY RESIDENTIAL SET **BACK FROM PEARL STREET**

NEW RETAIL

DEVELOPMENT

95



Big Idea | HT Add housing thoughtfully

Action | HT2 Increase housing capacity

Description | The City's tools for increasing density include allowing more types of housing at higher densities, updating zoning code to reduce restrictions on middle housing, and modifying dimensional standards to create more flexibility in lot configuration.

HT2.1

Big Idea | HT Add housing thoughtfully

Action | HT2 Increase housing capacity

Subaction | HT2.1 Consolidate zoning districts

Description | Currently, Essex Junction has two residential zones, three multifamily zones, two multi-family mixeduse zones and allows residential uses in a number of other zones in addition. The City should consider consolidating like zones. Doing so would reduce the complexity of adhering to the code and could make the logic of the regulations more clear. Additionally, the code should utilize dimensional standard tables that help to elucidate differences between zones and that allow property owners and prospective owners to easily understand what is allowed on their lots.

HT2.2

Big Idea | HT Add housing thoughtfully

Action | HT2 Increase housing capacity

Subaction | HT2.2 Refine the zoning map to add housing capacity

Description Currently there is a large residential density step down outside of the 5 Corners where the Village Center transitions into Residential-Office zoning. Residential-Office is intended for residential to commercial conversions that do not substantially change neighborhood feel. However, much of this area particularly on Park St. already has significant multifamily developments. This area should be studied to see where mixed use multifamily should be allowed.



Big Idea | HT Add housing thoughtfully

Description | Many municipalities use land capacity models which identify vacant and under utilized properties and apply different market and zoning constraints to identify strategic places to add density and to assess whether housing goals are feasible under existing regulations and market conditions.

HT3.1

Big Idea | HT Add housing thoughtfully

HT3.2

Big Idea | HT Add housing thoughtfully Action | HT3 Develop a land capacity model and monitoring program for housing production Subaction | HT3.1 Develop a monitoring program that tracks housing production in the City **Description** A monitoring program could include a community dashboard that tracks the geographic distribution of added units, tracks trends and keeps track of affordability targets. A program such as this could help refine the land capacity model in the future.

Action | HT3 Develop a land capacity model and monitoring program for housing production

Action | HT3 Develop a land capacity model and monitoring program for housing production

Subaction | HT3.1 Develop a land capacity model to address compliance with new VT growth targets

Description | Land capacity models apply a series of constraints that can include environmental encumberances, infrastructure deductions, allowed densities and market uptake to test different zoning strategies for housing and employment. This allows the City to plan more pragmatically to reach growth targets.



Action | HT4 Consider permit streamlining approaches

Description | This action includes conversations with permit applicants and developers to identify elements of the permitting process that are the most resource intensive for the applicant due to turn around time, material preparation and administration (how easy is it to identify and complete the required materials, how transparent is the process etc.)



Create more connections for pedestrians, cyclists, and cars through new and updated crosswalks, public space, roadways, and thoughtful development.



St. Albans, VT

Redevelopment
 Codes & Guidelines
 Temporary / Tactical
 Roads & Circulation
 Community Investment
 Art & Public Space

MC4. Add crosswalks, especially	MC1.1		
near transit	MC1.2		
	MC1.3		
MC5. Establish pedestrian connections through the CVE		MC2.1	
HT9. Develop an official map with street and public improvements		MC3.1	
Timeline (years)	Short (0-1)	Med. (1-5)	Long (5-20)

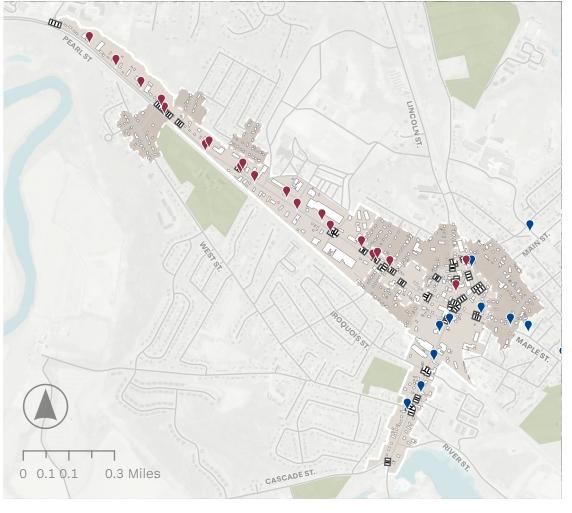


Big Idea | MC Make more connections

Action | MC1 Add crosswalks, especially near transit

Description | Safe and convenient crosswalks are key to the success of transit-oriented development, improving the pedestrian experience by slowing traffic and designating space for people (rather than cars). Strategically locating new crosswalks near existing bus stops businesses, and other amenities will improve pedestrian safety as well as create a more seamless transit experience for Essex Junction residents.

Crosswalks additionally pose a low-cost opportunity to be playful, express city character, and bring community members together through public art



Legend

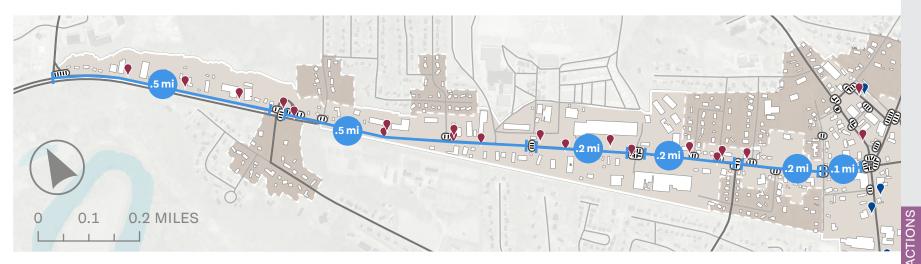
BUS STOPS

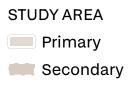
- #2
- #10
- **CONNECTION**

- CROSSWALKS
- CROSSWALKS
- STUDY AREA
- Primary
- Secondary



Big Idea | MC Make more connections Action | MC1 Add crosswalks, especially near transit Subaction | MC1.1 ... on Pearl Street (several locations) **Description** | A safer, more pleasant pedestrian experience will compliment the planned redevelopment of Post Office Square and infill along Pearl. Addition of qualiy crossings near new businesses and amenities will drive long-term change toward a more pedestrian-friendly city.







ABOVE: PAINTED CONNECTION, PROVIDENCE, RI

BUS STOPS

- **#**2
- **#10**
- **CONNECTION**

CROSSWALKS

101

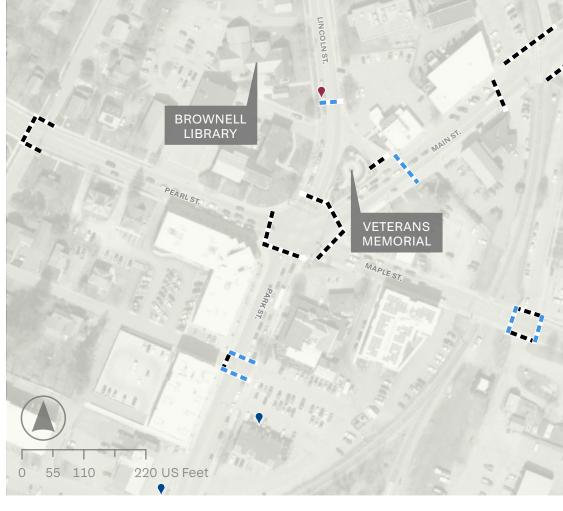


Big Idea | MC Make more connections

Action | MC1 Add crosswalks, especially near transit

Subaction | MC1.2 ... on Main Street

Description | Adding crosswalks on Main Street will establish crucial pedestrian connections between the historic Main Street and the Five Corners. Raised and/ or painted crosswalks would further enhance traffic calming, helping to create a more cohesive downtown experience for both visitors and residents.



MC1.3

connections

Street

Big Idea | MC Make more

especially near transit

Action | MC1 Add crosswalks,

Subaction | MC1.3 ... on Lincoln

Description | New connections

from Lincoln Street to Main Street

continuity between existing Essex

developments planned for the Five

Corners. Connecting public spaces

- like the library to the new pocket park - encourages longer visits and

facilitates community cohesion.

and the Five Corners will create

Junction assets and services

on Lincoln and Main and new

Legend



CROSSWALKS

- **Existing**
- Proposed
- **CONNECTION**





Big Idea | MC Make more connections

Action | MC2 Establish pedestrian connections through the CVE

Description | The CVE covers a large amount of land, restricting pedestrian movement between the Five Corners and development along Pearl Street. The addition of public pedestrian pathways through this space would create valuable connections between downtown and Pearl Street development while at the same time fostering new relationships and ventures between the CVE and Essex Junction residents.



Legend



MC2.1

Big Idea | MC Make more connections

Action | MC2 Establish pedestrian connections through the CVE

Subaction | MC2.1 Partner with the CVE to formalize pedestrian connections

Description | Working closely with the CVE, pedestrian pathways can be thoughtfully integrated into the existing campus and broader pedestrian networks, preserving the Expo's character while enhancing mobility within Essex Junction. Formalizing these connections would promote a more walkable city and create opportunities for unique placemaking along trails, while also showcasing CVE events and activities to both residents and visitors.

Legend

BIKE/PEDESTRIAN INFRASTRUCTURE

------ SHARED-USE PATH

----- BIKE LANE

Future Crescent - - -

Connector Bike Lanes

Zoomed in map of CVE with proposed ped connections

STUDY AREA

Primary

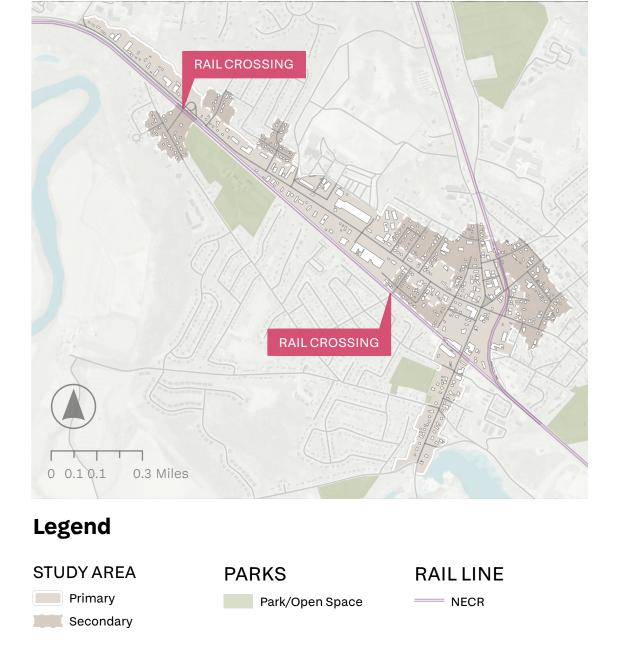
Secondary



Big Idea | MC Make more connections

Action | MC3 Develop an official map with street and public improvements

Description | Vermont State Statutes allow cities to map future public improvements on an "official map" including streets, parks, infrastructure, and related improvements. Redevelopment and infill development, particularly along the Pearl Street corridor will require new public street connections that should be identified and adopted on an official map.



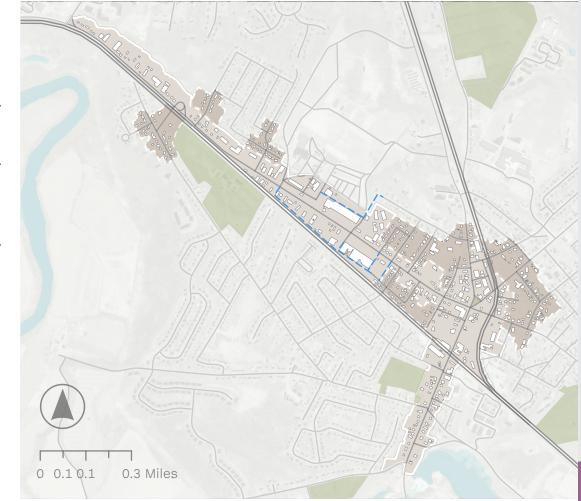


Big Idea | MC Make more connections

Action | MC3 Develop an official map with street and public improvements

Subaction | MC2.3 Adopt an official map with proposed streets and public improvements in the study area

Description | The official map can serve as a tool to establish both short- and long-term goals for improvements that support transitoriented, pedestrian-centered development, enhancing overall efficiency.



Legend

STUDY AREA



ROADS

—— Existing

--- Proposed

RAIL LINES

= NECR

PARKS

Park/Open Space



MAKE THE ASSETS SHINE

Recognize and leverage existing community assets, including public space, the Champlain Valley Exposition Centre, historical infrastructure, arts and culture.



Redevelopment
 Codes & Guidelines
 Temporary / Tactical
 Roads & Circulation
 Community Investment
 Art & Public Space

AS1. Enhance Stevens Park as a community asset		AS1.1	
		AS1.2	
AS2. Make use of CVE for employee parking	AS2.1		
AS3. Keep historic buildings and support them with quality public space	AS3.1		
AS4. Create and maintain a public	AS4.1		
mural program		AS4.2	
		AS4.3	
Timeline (years)	Short (0-1)	Med. (1-5)	Long (5-20)



Big Idea AS Make the assets shine Action AS1 Enhance Stevens Park as a community asset

Description | Open space within a developed city core is a valuable resource. It can offer respite from the urban elements as well as a venue for art, recreation, and civic life. Once the land is developed, the barriers to reverting it back to open, public land can be difficult to surmount.

Stevens Park is an 8-acre park, largely undeveloped park surrounded by single-family homes, located just outside of this project's secondary study area. Its entrance on South St. is marked by a small sign and a trodden grass path leading into a forested area.

Developing Stevens Park into a more people-oriented place could transform Essex Junction's City Center. Whether lightly developed with accessible paths and seating areas or transformed into a community hub, having centrallylocated, accessible, public space will change the way the area functions.



Legend



Park/Open Space REDEVELOPABLE PROPERTIES 20 Years

PARKS



Big Idea | AS Make the assets shine Action | AS1 Enhance Stevens Park as a community asset

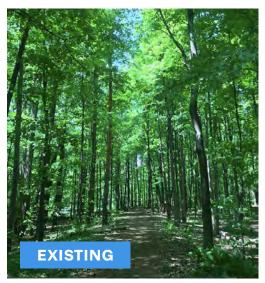
Subaction | AS1.1 Add signage and paths to Stevens Park to improve access

Description | The entrance into Stevens Park is easy to miss as you travel along South St., and the park is not accessible from other streets or locations. Inside the park, a lack of accessible pathways prevents some from enjoying it.

The City is currently working on improving accessibility into Stevens Park by adding signage and pathways. This is an important step in allowing people to find and navigate the park. As this work is done, consideration should be given to new, future entrances, such as through the adjacent parcels identified as being likely to redevelop in the next 20 years. Adding a park entrance that faces Park St. would welcome many more into the park, and could connect to future bicycle facilities, creating a more connected park system.







ABOVE: A sign denoting Stevens Park stands several feet from an informal path leading into the undeveloped park area.

LEFT: Inside Stevens Park on a sunny day.



Big Idea | AS Make the assets shine

Action | AS1 Enhance Stevens Park as a community asset

Subaction | AS1.2 Conduct community engagement and develop a concept plan to enhance Stevens Park

Description | Stevens Park is surrounded by single-family homes, the residents of which are likely invested in the outcomes of any future development. This group should be included in a process to develop a concept plan for enhancing the community benefits of Stevens Park.

Other residents of Essex Junction should also be involved in deciding the next steps for this centrally-located park. Its enhancement should increase the number of people who are able to access it, and people who access the area for work, errands, and other activities should also play a role in shaping how it evolves.

There are dozens of directions the development of Stevens Park could take, and that will be a community decision. The rendering on the following page shows how the redevelopment of a parcel adjacent to the park could highlight access into the park and create a hub of community gathering.

Precedent photo (urban-adjacent park)

Conceptual rendering for redevelopable property adjacent to Stevens Park



Big Idea AS Make the assets shine Action | AS2 Make use of CVE for employee parking

Description | As infill and redevelopment occur around CVE parking may be reduced temporarily or require more management due to the increased costs of structured parking. CVE has ample land for parking that is within a short walking distance to the Pearl Street corridor. During the Fair and other large events parking will not be available, but other approaches such as increased transit use can be used to reduce parking demand in the short term.

Map of CVE showing potential employee parking

AS3

Big Idea | AS Make the assets shine

Action | AS3 Keep historic buildings and support them with quality public space

Description | Essex Junction has a national register historic district centered around Main St. and Railroad Ave. with several contributing and non-contributing buildings within the district. The Land Development Code (LDC) has standards regarding alterations and demolition of historic structures, which serves to preserve the architectural character.

Contributing buildings should be highlighted through public space improvements such as expanding public space by reducing vehicle lanes, testing the closure of Main St. and Railroad Ave. for events, and considering longer-term public space enhancements along Main St. and Railroad Ave. such as permanent street closures.

AS3.1

Big Idea | AS Make the assets shine Action AS3 Keep historic buildings and support them with quality public space

the City Center

Description | The City should continue to prioritize the preservation of historic buildings when possible, to maintain the historic character of the City Center.

Subaction | AS3.1 Maintain the National Register Historic District in

Photos of existing historic architecture, or a m of historic buildings with potential public spa



Big Idea | AS Make the assets shine

Action | AS4 Promote public and local art

Description | Local art can help people to feel connected to their community and to a place. Supporting local art can look a lot of different ways, but can include providing grant funding to artists, commissioning art for public buildings and outdoor space, creating or supporting arts programming, or promoting local artists using available marketing channels.



Big Idea | AS Make the assets shine

Action AS4 Promote public and local art

Subaction | AS4.3 Explore opportunities to provide grants to businesses to commission murals and other artworks

Description | Business owners may be interested in adding art and creative elements to their buildings and frontages, and grant funding can be the helping push that gets them to commission and implement artworks that contribute to a sense of festivity, play, and sense of place in the City Center.



Big Idea | AS Make the assets shine

Action | AS4 Promote public and local art

Subaction | AS4.4 Pursue grant funding from the Vermont Arts Council

Description | The Vermont Arts Council works to cultivate art and creativity throughout the state. Municipalities are eligible for funds such as the "Animating Infrastructure" grant, which projects that integrate public art into community infrastructure.





TOP: A rainbow trout mural brightens up a weathered wall in Bethel, Vermont thanks to an Animating Infrastructure grant.

BOTTOM: Also thanks to an Animating Infrastrcture grant, a 56' aluminum gateway piece celebrates the town of Waterbury.



Big Idea AS Make the assets shi Action | AS4 Promote public and local art

Subaction | AS4.1 Create and maintain a public mural progra

Description | At qui odita id que qui officia ssuntustion re est minc sunt dellaut vellabo rempore none enihil incit et laccae si conseguis exerum eumque velitecest earuntu si doluptiis de veribus.



AS4.4

ne	Big Idea AS Make the assets shine
	Action AS4 Promote public and local art
am	Subaction AS4.2 Commission murals on public buildings near Five Corners
pa cilit, et tur	Description At qui odita id que pa qui officia ssuntustion re est mincilit, sunt dellaut vellabo rempore nonet enihil incit et laccae si consequis exerum eumque velitecest earuntur si doluptiis de veribus.

BELOW: Rendering showing a mural painted on the Fire Department building.

=

EJ ESSEX JUNCTION FOR ESSEX JUNCTION

Support active community organizations and local businesses through programming, marketing, and public space improvements.



1	Redevelopment
2	Codes & Guidelines
3	Temporary / Tactical
4	Roads & Circulation
5	Community Investment
6	Art & Public Space

EJ1. Market and recruit desired		EJ1.1	
businesses		EJ1.2	
EJ2. More community events and		EJ2.1	
programming			
EJ3. Promote Essex Junction as a destination based on local industry, culture, and assets		EJ3.1	
EJ4. Explore a Main Street type		EJ4.1	
organization for Five Corners		EJ4.2	
Timeline (years)	Short (0-1)	Med. (1-5)	Long (5-20)



Big Idea | EJ Essex Junction for Essex Junction

Action | EJ1 Market and recruit desired businesses

Description | Essex Junction residents report traveling to other cities for art, entertainment, dining, and leisure. This means more vehicle miles traveled, less money being spent in Essex Junction, and less of a feeling of local community.

Starting and sustaining a small business is challenging, and mixed-use building developers report difficulty populating their ground floor retail. It may require efforts by the City and its partners in order to create the hub of retail, dining, and social spaces.

EJ1.1

Big Idea | EJ Essex Junction for Essex Junction

Action | EJ1 Market and recruit desired businesses

Subaction | EJ1.1 Review recent public engagement efforts to determine what types of businesses are missing from the area

Description | Engagement efforts for this plan, the Strategic Plan, and others brought forth insights as to the types of businesses that Essex Junction residents desire to patronize. These responses should be taken into consideration as the City determines how to best recruit and sustain new businesses.

> RIGHT: Essex Junction has many beloved businesses and there is an appetite for more. Recruiting businesses goes hand in hand with promoting development that increases foot traffic.









Big Idea | EJ Essex Junction for Essex Junction Action | EJ1 Market and recruit desired businesses Subaction | EJ1.2 Market study and marketing strategy

Description | A market study will be helpful in determining which businesses have the greatest chance of succeeding in Essex Junction. This can guide and lend credibility to a marketing campaign targeted at recruiting businesses to come to Essex Junction.

Big Idea | EJ Essex Junction for Essex Junction

Action | EJ2 More community events and programming

Description | Local events and activities attract visitors and create opportunities for residents to socialize, learn new things, and have fun. These endeavors can also be taxing to City staff, who plan and oversee them; partnerships will be key in ensuring the longevity of such efforts.

EJ2.1

Big Idea | EJ Essex Junction for Essex Junction

Action | EJ2 More community events and programming Subaction | EJ2.1 Bring back events like the block party and market

Description | Events such as the Block Party and a weekly farmer's market used to be held along Main St. and Railroad Ave. in the historic district. The City and community should pursue bring these and other events back and focus on public space improvements to make hosting and managing these events easier. Allowing outside organizations such as non-profits and community organizations to host events should also be pursued.



Big Idea | EJ Essex Junction for Essex Junction

Action | EJ2 More community events and programming

Subaction | EJ2.1 Invite groups to use public spaces in the study area

Description | There may be many groups who would use public space for their activities if they knew that was an option. These could be dancers, musicians, artists... Especially during the warmer months, these activities can take place in the City's new and improved plazas and pedestrian streets. This could entail formal agreements for use of space, or simply marketing efforts and relationship building so that people know that space is available.





ABOVE: Currently vacant lot in front of Firebird Cafe is ripe for a cultural event. Second St in Langley, WA acts as a festival street where people gather for events.



Big Idea | EJ Essex Junction for Essex Junction Action | EJ3 Promote Essex Junction as a destination based on local

industry, culture, and assets

Description | While word of mouth will play a role in attracting visitors to Essex Junction's new businesses and public spaces, the City can also support via marketing efforts. This will entail an effort to develop a branding strategy, which might highlight why Essex Junction is a great place to live or spotlight cultural events.



Big Idea | EJ Essex Junction for Essex Junction Action | EJ3 Promote Essex Junction as a destination based on local industry, culture, and assets

strategic assets and qualities

Description | The City may want to work with a specialist to develop a branding and marketing strategy to highlight Essex Junction to surrounding communities. This strategy may evolve along with changing assets, such as new events, businesses, and public spaces.

Subaction | EJ3.1 Develop a marketing campaign that highlights



Big Idea | EJ Essex Junction for Essex Junction

Action | EJ4 Explore a Main Street type organization for Five Corners

Description | Essex Junction has had a designated village center under the VT Downtown Program since 2005. The village center designation has fewer requirements than a downtown designation and does not require a downtown association. Essex Junction has explored establishing a downtown association in the past but it has been a while since it was last considered. The City Council could establish a working group to explore the potential for downtown designation.

EJ4.1

Big Idea | EJ Essex Junction for Essex Junction

Action | EJ4 Explore a Main Street type organization for Five Corners

Subaction | EJ4.1 Explore the feasibility of a main street type organization for the Five Corners

Description | Essex Junction has had a designated village center under the VT Downtown Program since 2005. The village center designation has less requirements than downtown designation and does not require a downtown association. Essex Junction has explored establishing a downtown association in the past but it has been a while since it was last considered. The City Council could establish a working group to explore the potential for downtown designation.

IMPLEMENTATION



IMPLEMENTATION | 125

GOAL: PRIORITIZE PEOPLE PP 1: FOOD TRUCKS ON MEMORIAL WAY TIMELINE **COST/FUNDING** AGENCY **ACTION** City Near-term Ś **PP 1.1 Public Space Management Program PP 2: PEARL ST. ROAD DIET COST/FUNDING** AGENCY TIMELINE **ACTION** City Near-term \$ PP 2.1 Temporary bike lane in Section 1 City Mid-term ŚŚŚ PP 2.2 Rechan Pearl between Susie Wilson and West \$\$\$ City Near-term PP 2.3 Rechan Pearl by shopping centers City Near-term \$\$\$ PP 2.4 Rechan Pearl by Five Corners

PP 3: FOCUS ON RAILROAD AVE. AS A PEOPLE ST.

ACTION	AGENCY	TIMELINE	COST/FUNDING
PP 3.1 Add market structures	City	Mid-term	\$\$
PP 3.2 Test temporary closures of Railroad Ave.	City	Mid-term	\$
PP 3.3 Integrate public art and cultural elements	City	Mid-term	\$

APPENDICES



APPENDICES | 127



April 3, 2025

Holly R. Anderson Clerk of the Public Utility Commission 112 State Street Montpelier, VT 05620-2701

Re: Essex C Parking Lot Solar, LLC's Proposed 3 MW Solar Array on GlobalFoundries Robinson Parkway Campus, Essex Junction

Dear Ms. Anderson,

The City of Essex Junction has received the 45-day notice of the above-named application submitted by Encore Renewable Energy to develop a 3 MW solar array to be located off Robinson Parkway in Essex Junction, VT on a parcel owned by GlobalFoundries, Inc.

The City's Planning Commission has reviewed this project's conformance with the Essex Community Enhanced Energy Plan, and with the Essex Junction Comprehensive Plan, both of which were adopted in 2019.

Essex Community Enhanced Energy Plan Renewable Energy Goal

The City finds that this project meets the intent of the Renewable Energy Generation Goal of the Enhanced Energy Plan, which aims to "generate between 211,386 and 353,629 Mwh of renewable energy by 2050".

The Enhanced Energy Plan recognizes the potential for a significant portion of the City's total solar generation potential to be realized on existing impervious surfaces, such as paved areas. Page 21 of the Plan states that "Because these sites are already developed, solar generation may be compatible with other land uses if developed in a way that is in harmony with existing development patterns and existing aesthetic norms". The proposed solar project is sited on existing impervious surface parking lots.

Constraints Policies

The Enhanced Energy Plan states that renewable energy facility development should be located to avoid state and local known constraints, and to minimize impacts to state and local possible constraints. Our review indicates that the following constraints are located on the property:

State Possible Constraints

• Agricultural and Hydric Soils. Primary Agricultural Soils underlie a majority of the site, which may be considered previously impacted by the development of the existing parking lots. The City of Essex Junction requests that further impacts to the agricultural soils be minimized in accordance with the recommendations of the Vermont Agency of Agriculture, Food, and

Markets. Based on the plans for installation on top of the existing paved surfaces, we do not anticipate significant impacts.

Siting Policies

The site meets the Essex Junction Enhanced Energy Plan's siting policies, which define characteristics of sites where the City encourages renewable energy generation facilities. These relevant standards, with the most applicable components bolded for emphasis are:

- Policy 1: "The Essex Community strongly encourages development of renewable energy generation facilities on rooftops, **parking lots**, on parcels or directly adjacent parcels to a customer that has been allocated more than fifty percent of the net-metered system's electrical output, **previously-developed sites**, brownfields, landfills, former mineral resource extraction areas, and municipally designated sites.".
- Policy 5: "Locate energy generation **proximate to existing distribution and transmission infrastructure** with adequate capacity and **near areas with high electric load** to reduce the need for new distribution and transmission extensions.

This review is based on the information currently available. The City of Essex Junction will review and comment on materials submitted as the Section 248 review process continues.

Thank you for your time and attention.

Sincerely,

Diane Clemens Essex Junction Planning Commission Chair

CC: Essex Junction City Council Chris Yuen, Essex Junction Community Development Director Be sure to thoroughly read the guidelines before starting your application. To navigate through the application, you can either click on the tabs at the top (Organizational Information, Type of Grant, etc.) or click on the "Next" button at the bottom of the page. Before you can submit your application, the required fields will need to be filled out. The application automatically saves, but we also recommend saving your work often.

Guidelines

Animating Infrastructure Grant | FY2026 Guidelines

Introduction

The Vermont Arts Council is offering a funding opportunity to communities poised to integrate public art into community infrastructure. The Council invites project pitches that provide opportunities for artists to engage with the community in the design and/or fabrication of permanent or temporary public art for an interior or exterior site that is accessible and open to the public and that helps address community goals.

The Animating Infrastructure program is designed to foster partnerships between communities and artists. The intent is to enhance a sense of community pride and identity, foster social connections, and improve the livability and vibrancy of Vermont communities, downtowns, villages, and neighborhoods. Through the development and installation of site-specific works of public art, Vermont communities can reflect their vision, values, and creative spirit.

Definitions

For this program's purpose, the Arts Council uses the following broad definitions:

Infrastructure includes community facilities and services such as buildings, trails, water or sewer systems, roads, power systems, parks, parking lots, vacant or empty spaces, and more. Functional components of infrastructure such as sidewalks, railings, benches, walls, creative wayfinding, stairs, gateways, tree grates, fences, lightworks, trellises, water fountains, and more in the built and/or natural environment have the potential for artistic enhancement that creates unique places where people want to live, work, visit, and play.

Public art can include many art forms. It includes works of art intended for long-term visibility (5-15 years or more) like sculpture, murals/painting, tile mosaics, mixed media, photography, digital works, crafts, integrated architectural or landscape architectural work and more. It can also include temporary (1 month to 5 years) visual or experiential art that activates public spaces. The art should be site-specific, meaning it is created in response to the place and community in which it resides. It is free and accessible to everyone and often tells a unique story or shares the history of the place and/or its people. Art that is purely aesthetic or experiential is eligible, but it should address a community goal or issue.

Cross-sector partnerships should include a combination of arts and non-arts organizations or groups that are working to achieve something that they cannot do alone.

Application Review Process

The application review process is a two-step process:

1. A panel will review the initial project pitches and select a small number of applicants to invite to submit full proposals. The full proposal application provides more detail and offers a more thorough planning document for the project.

2. A panel will review the full proposals and award funds to four to six projects that demonstrate a collaborative process that sparks a creative, lively integration of public art into existing or proposed community infrastructure projects. The Council will provide guidance to grant recipients in the artist selection process and assist in outreach to Vermont artists. The grantee will be responsible for implementation. Grantees will be asked to document their process and product through stories, photos, videos, models, etc.

See the Council's public art map (https://www.vermontartscouncil.org/programs/public-art/public-art-map/) for completed Animating Infrastructure projects or this list of sample project ideas (https://www.vermontartscouncil.org/wp-content/uploads/2025/01/AI-FY26-Sample-Projects.pdf).

Who May Apply or Receive Funding

Vermont 501(c)(3) nonprofit organizations, educational institutions, and municipalities are eligible to apply. Community groups without tax-exempt status may apply using a fiscal agent. A fiscal agent must be a charitable nonprofit 501(c)(3) organization incorporated in Vermont. All applicants (or the fiscal agent) must have a Unique Entity ID (UEI) (https://www.vermontartscouncil.org/grants/applicant-and-grantee-information/get-your-uei) from the federal government. Proposals from underrepresented communities or groups are encouraged. Applicants should have strong, supportive, community leadership in place to give the project high potential for being completed successfully.

Who May Not Apply

- organizations that have received any other Arts Council grant in the same fiscal year to support the same project
- organizations with outstanding or incomplete reporting for any Vermont Arts Council grant
- individual artists

Eligible Activities

Animating Infrastructure provides communities with funds to engage and work with an artist. Funds will be awarded for:

- Public Art Design (\$5,000 maximum): Grant funds may be used to conduct a process to select an artist(s) or to work with an already identified artist for your public art project. The grant should support the artist(s) fees to design and plan the artwork and to engage the community in the process. *At the end of the grant period, the grantee will submit a final report that includes a final design with a budget, drawings or models, and details about specific materials or activities. It should also include a timeline and information on fundraising, fabrication, installation, site preparations, and maintenance requirements for the proposed artwork. Final designs may then be used by the community to raise the necessary funds to compensate the artist(s) for fabrication and installation of the designed artwork. This could include future Animating Infrastructure Implementation Grants, crowdfunding opportunities, and/or other funding sources. (Successful completion of a final design grant does not guarantee that the project will be funded through a future Animating Infrastructure Grant.)*
- **Public Art Implementation** (\$15,000 maximum): Grant funds may be used to support an artist in the fabrication and installation of public art for an already designed or planned project.

Applicants to this category will be asked to submit the design concept and project plan and provide a specific timeline for the fabrication, installation, and completion of the art project. If invited to submit a full proposal, the applicant should include information about the durability and safety of the proposed artwork, its resistance to theft and vandalism, and how it will respond to exposure to weather, etc. The timelines should include information about when and where the work will be fabricated, when it will be installed or implemented, and when the project will be completed.

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All eligible project proposals are welcome. The Council is especially interested in:

- projects where art is integrated into functional components of the infrastructure
- projects that foster connections among people with diverse financial, educational, health, employment, or social resources; people with diverse abilities, or from diverse races, cultures, genders, and/or ages
- projects that use funds to integrate an artist in residence in the community to address a specific place-based community goal or challenge
- · projects from towns or communities who have not received funding from this program

What We Do Not Fund

- the purchase, lease, or exhibition of pre-existing artwork or editions
- any ongoing operational expenses of the applicant organization or partner
- · capital improvements not directly related to the public artwork
- the purchase of land or property
- artwork that will not be publicly accessible or visible

Grant Amounts and Matching Requirements

Grants will range from \$1,000 to \$15,000. Up to \$5,000 will be awarded for design grants and up to \$15,000 will be awarded for implementation grants.

Grants will not require a match, but grantees will be responsible for any additional expenses above the grant amount. At least 80% of grant funds must be used to support artist honorariums/fees related to the design, and/or artist expenses for fabrication and/or installation of artwork. The remaining 20% of the funds may be used to support project management, community engagement activities, online application/software fees, space rentals, and/or community outreach.

Selection Criteria

A successful application will demonstrate a unique opportunity for the integration of public art into infrastructure and will relate the community to the place. The following represents specific criteria for different phases and funding categories.

Project Pitches

Competitive proposals will demonstrate project potential with:

A clearly defined public art project that helps meet community goals through (weighted at 50% of review):

- detailed description of the community, site, and public art project
- · clearly defined vision with specific community goals and outcomes
- · compelling reasons why the project is important now

Strong leadership with potential cross-sector partnerships (weighted at 40% of review)

- clear description of the organization and leadership with relevant experience
- · potential or committed cross-sector partners are identified

Clear and inclusive community engagement through (weighted at 10% of review):

• community input into artist selection, design, and/or making of the art

If an applicant is invited to submit a full proposal, the following criteria will be used to assess applications. For Implementation Grants

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Competitive proposals offer a unique project and have a high potential for success by *demonstrating*: A clearly defined public art project that helps meet community goals through (weighted at 25% of review):

- a detailed description of the community, site, and public art project
- · clearly defined vision with specific community goals and outcomes
- · compelling reasons why the project is important now

Strong leadership with cross-sector partnerships through (weighted at 25% of review):

- · clear organization description and leadership with relevant experience
- · cross-sector partners with clearly defined roles and responsibilities
- · community support with permits and permissions in place
- clear identification of the entity responsible for maintenance of the artwork
- specific and doable timeline with a reasonable budget and fundraising plan

Proposed artwork has high artistic merit in the context of the project through (weighted at 25% of review):

- quality of past work of the selected artist(s)
- artist's experience and skills align with the proposed artwork
- artwork that is durable, safe, and appropriate to the site

Clear and inclusive community engagement through (weighted at 25% of review):

- · community participation in the project in an inclusive process
- artwork potential to inspire attraction to or engagement with the space, structure, or community
- · meaningful access to the artwork and activities for people with various disabilities

For Design Grants

Competitive proposals offer a unique project and have a high potential for success by *demonstrating*: A clearly defined public art project that helps meet community goals through (weighted at 25% of review):

- detailed description of the community, site, and public art project
- · clearly defined vision with specific community goals and outcomes
- · compelling reasons why the project is important now

Strong leadership with cross-sector partnerships through (weighted at 25% of review):

- clear organization description and leadership with relevant experience
- · cross-sector partners with clearly defined roles and responsibilities
- · consideration of community support such as permits and permissions
- specific and doable timeline with a reasonable budget and fundraising plan

Clearly defined artist selection and design process through (weighted at 25% of review):

- a clear description of the artist selection/design process
- artistic merit included in the selection process

Clear and inclusive community engagement through (weighted at 25% of review):

- community participation in artist selection, design, and/or artmaking in an inclusive process
- · artwork potential to inspire attraction to or engagement with the space, structure, or community
- meaningful access to the artwork and/or activities for people with various disabilities

Print

Grantee Requirements

Grantees will be expected to sign a contract agreeing to specific funding requirements. The Council shares success stories with other communities and continues to support creative placemaking efforts. Therefore, a final report with a narrative, final budget, visual documentation (e.g., photos, drawings, and/or video) of the process and final product will be required at the end of your project. The report will be due no later than 30 days after the completion of the funded activities.

Application Submission and Deadlines

- April 1, 2025: project pitches due
- May 16, 2025: finalists invited to develop full proposal
- June 16, 2025: full proposals due
- August 1, 2025: applicants notified of grant award
- September 1, 2025: projects begin
- August 31, 2026: projects completed
- September 30, 2026: final reports submitted

Applications must be submitted online. The Council welcomes conversations well in advance of your application. Our role is to help you prepare the strongest possible application and support your process.

Access and Nondiscrimination Policy

The Vermont Arts Council is committed to supporting entities that maintain an environment free from discrimination on the basis of race, religion, color, creed, national origin, age, sex, marital status, sexual orientation, gender identity or expression, genetic bias, disability, citizenship, veteran status, or other category protected by applicable state or federal law. Arts Council grant recipients who receive federal or state funds must be in compliance with the requirements of Section 504 of the Rehabilitation Act of 1973 (504), the Americans with Disabilities Act of 1990 (ADA), and the ADA Amendment Act of 2008 (P.L. 110-325) which became effective on January 1, 2009.

If the public is engaged in the creation of the artwork during the grant period, reasonable accommodations must be made to participants with disabilities (e.g., physically accessible locations with consideration for parking, the path of travel, ramps, and bathrooms; materials in large print or braille; qualified sign language interpreters; assistive listening devices; flexible times for participation, etc.).

Questions?

Inquiries about the Animating Infrastructure program should be made by sending an email to Michele Bailey (mailto:mbailey@vermontartscouncil.org?subject=Animating%20Infrastructure%20Questions) or by calling 802.402.4614.

Organizational Information

1. Organization name:	City of Essex Junction *	
2. Address:	2 Lincoln Street *	
3. City:	Essex Junction *	

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4. State:	VT *
Just enter the two-letter abbreviation	n.
5. ZIP Code:	05452 *
6. County:	Chittenden *
7. Tax ID/EIN:	03-6000466 *
8. Unique Entity ID (UEI):	L116QGJM4RJ9 *
Learn how to get a free UEI here (ht	ttps://www.vermontartscouncil.org/grants/applicant-and-grantee-information/get-your-uei).
9. Applicant institution:	99 None of the Above *
10. Applicant status:	08 Government - Municipal *
11a. List a potential fiscal ag	gent for your organization or group. * ptional): essexjunction.org
13. Social media (optional): If your organization has any social n facebook.com/essexjunctionvt	nedia channels to share, provide the link or handle and platform (e.g., @vtartscouncil - Instagram).
Grant Contact This person will receive email ne 14. Grant contact's first nam	otifications about this project pitch. Be sure the contact information is correct.
15. Grant contact's last nam	e: Giguere *
16. Grant contact's email ad	dress: mgiguere@essexjunction.org *
17. Grant contact's phone nu	Imber: 802-878-6944 *

Type of Grant

1. Indicate the type of support you are seeking.

Select one. Design Grant: Artist Design Fees (\$5,000 maximum)

2. Enter the estimated amount of the grant request:

\$5,000.00

\$5,000.00

Project Information

1. Summarize your public art in infrastructure project idea in one sentence.

We are the Junction: Illustrating the heart of Vermont's newest City.

2. Provide the physical address of the project site:

If there is more than one physical address, please include the address for the primary location for the project and describe the other locations in question #1 of the Narrative Questions.

3 Pearl St, Essex Junction, VT 05452

3. Who owns the property where the project will take place?

Include the name, address, and contact information if different from the applicant.

City of Essex Junction

[Design Grants - for artwork that has not yet been designed]

4. We do not require the name of the artist to be included with your project pitch. Artist selection can be completed as part of the design process. If you have an artist that you are planning to work with, include the name(s) and website(s) of the proposed artist(s).

If awarded, artist selection will be part of the design process.

[Implementation Grants]

5. Implementation grants are for public art that has been designed and is ready to be fabricated and installed and/or implemented. Provide the name(s) and website(s) of the artist(s) being commissioned.

n/a

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Narrative Questions

Public Art Project and Community Goals (weighted at 50% of review)

1. Describe your community, the place, the site, and the public art project for which you are seeking the grant.

When describing your community, say if the place is in a historic district, designated downtown, village center, neighborhood development, rural community, etc. The physical place can be a village/town, a town green, a city block, a vacant building, a main street, two square miles, etc. Include other relevant details such as building or site names, and important landscape or architectural features.

Infrastructure includes but is not limited to community facilities and services such as buildings, trails, water or sewer systems, roads, bridges, power systems, parks, parking lots, vacant or empty spaces, etc. The site is a specific component of the infrastructure project such as the public lobby, plaza, park, gazebo, pedestrian walkways, empty lot, etc. State if the infrastructure is existing or proposed.

What makes your community unique? Is it known for people, events, geography, or activities? What are some unique qualities, characteristics, attributes, or historical facts about the community, the people, or the site that might be celebrated in the final artistic process or product?

Opportunities for functional public art may include bike racks, benches, sidewalks, walls, railings, creative wayfinding, bridges, lightworks, tree grates, trellises, gateways, fire pits, water fountains, etc. Other public art that provides an aesthetic or experiential element at the site, either permanent or temporary, is also eligible.

Set between the slopes of Mt. Mansfield and Lake Champlain, and named for the railroad lines that formed the heart of the village center, Essex Junction represents the convergence of Chittenden County's history, commerce, and settlement. Incorporated in 1892, the Junction is located on the cusp of the built environment of Vermont's Queen city and the farms, forests, and rivers of eastern Chittenden County. The present municipality was established in 2022, when what had been the village of Essex Junction separated from the surrounding Essex Town, forming Vermont's newest City.

The City is home to around 11 thousand Vermonters, a number which has been steadily increasing for decades. Compared to the state as a whole, based on the 2020 Census, City residents are three times as likely to be foreign born, a higher proportion are non-white, and are younger.

Part of the Essex Westford School District, the City has three elementary schools, a middle school, a high school, and technical education center. City residents and visitors benefit from three public parks which experience heavy utilization throughout the year. Outside the City, Essex Junction is known as the home of both the Champlain Valley Exposition and Global Foundries, the state's largest private employer. Within the community, a village center is the social and commercial heart of the community.

The site for the planned artwork is located within the village center, nestled between the City's municipal offices, teen and senior centers and the public library. Specifically, the site for the proposed art project is the existing exterior southeast facing wall of the City's Fire Department. First proposed as part of the ongoing development of the "Connect the Junction" Transit Oriented Development Master Plan, the site will integrate the proposed artwork into existing community infrastructure that is both physically and socially at the core of the City. In addition, the site provides a location that is regularly accessed by a wide variety of both City residents and visitors through a range of transportation modalities: pedestrian, cyclists and automotive. Furthermore, the pavilion and tables in front of the Library and the benches of the adjacent Veterans Memorial Park both provide stationary locations from which to view and enjoy the planned mural.

*

2. Describe the vision, specific goals, and desired outcomes in the community as a result of this art and/or infrastructure project.

What is the long-term picture of what your community will be like in the future? What are the projected end results for this project (e.g., safer, more pedestrian-friendly streets; enhanced community connections or pride; bringing more people into local businesses; improving community livability and

vibrancy, etc.)? How will this project help to meet your goals and outcomes?

The goal of the proposed project is to augment and enhance ongoing efforts for the community to actively engage in placemaking and envision its future at this unique juncture as a new City. In this sense, the artwork resulting from the requested award will be a lodestar rather than the goal itself.

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While the City's current Comprehensive Plan predates the formation of the City, it includes relevant guideposts from the community's past. These include commitments to, "a culture that values diversity and offers a welcoming spirit" and reclamation of "space for people to create a high quality pedestrian experience." More recently, in 2023 and 2024, the City conducted a series of community engagements resulting in a Community Vision and Strategic Action Plan. As part of its future self-concept, the community envisioned "investment in the public good and shared amenities and resources that create desirable living conditions." with, "a strong underlying desire to create an inclusive and engaged community..."

Aligned with these past commitments and future aspirations, the proposed mural project presents a unique opportunity to enhance existing public space located in the center of many shared amenities enjoyed by both residents and visitors. Building on other efforts to highlight points of connection in the community, the new artwork will add a vibrant visual record of the City's hopes and dreams for its future self.

*

3. Explain why this project is important to your community now.

This might include the timing of infrastructure projects (for example, the town is about to undergo a reconstruction of the main street and now is the time to integrate functional artistic components). Are there challenges like business loss or declining populations? Is there an opportunity to foster social connections among people with diverse perspectives, differences, and backgrounds to improve community connections?

Much of the City's recent focus has been on development in response to local and broader needs around housing, commercial development and transportation. Recent and ongoing infrastructure projects in the Village Center include: Recent completion of the Crescent connector roadway; ongoing upgrades to the municipal offices; construction of mixed use developments; planned upgrades to the multimodal transit station (train and bus); and planned installation of a pocket park. While needed and valuable additions to the City, all of these projects lack an overtly artistic component.

The proposed mural presents an opportunity for City residents to be reminded that development need not be only functional - that it can also be creative, imaginative, and even beautiful. Participating in the design of artwork presents a different - but equally important - approach to placemaking.

The design process provides an opportunity to facilitate connections throughout the community which have been strained by recent projects which challenge past conceptions of the community's form and composition. Collaborating on a project that doesn't require knocking anything down or building something different but enhances an existing part of the community will allow both long-time and newer City residents to engage with the City's infrastructure and each other in a new way.

*

Leadership and Potential Cross-Sector Partnerships (weighted at 40% of review)

4. Describe your organization, its programs and services, and the population it serves.

What is your organization's mission or purpose? Briefly summarize its programs, services, activities, etc. Is your organization led by and/or does it serve underrepresented groups? This may include people of diverse abilities, cultures, genders, and/or ages, people with diverse financial, educational, health, employment, social resources, or people from rural communities.

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Guided by the Essex Junction Comprehensive Plan, the City provides municipal services, infrastructure development, recreation programs, public safety, and community engagement initiatives for residents. Key facilities include Brownell Library, Essex Junction Recreation and Parks, the Essex Junction Senior and Teen Center, and the Amtrak Station, providing a diversity of amenities for residents and visitors.

Essex Junction is committed to inclusivity and accessibility, ensuring that underrepresented populations—people of all ages, abilities, income levels, and backgrounds—can participate in civic life. The City's pedestrian-friendly streets and access to Green Mountain Transit's service make it accessible for all residents. Its strong educational system supports lifelong learning and community engagement.

Through careful urban planning, public-private partnerships, and strong community engagement platforms, Essex Junction continues to be a model for small-city living.

*

5. Describe the leadership of your organization and any relevant experience to carry out the project.

Does your organization have experience with project management, fundraising, and/or other skills relevant to this project?

The City is led by a municipal staff and volunteers focused on development, infrastructure, and community well-being. Key leadership includes:

- Regina Mahoney, City Manager Oversees municipal operations, strategic planning, and financial management. She has extensive experience in local governance and intergovernmental collaboration.
- Chris Yuen, Community Development Director Leads planning, economic development, and land use initiatives.
- Michael Giguere, City Planner Manages development review and active transportation with expertise in project review and transportation planning.

The City has a strong track record in project management, collaboration, grant administration, and infrastructure investment, securing funding for:

- Connect the Junction, a transit-oriented master plan to improve safety and mobility in the Village Center and Pearl Street corridors (part of a larger, \$2.1 million federally funded RAISE grant).
- Amtrak Multimodal Station improvéments, a \$3 million project to improve passenger experience.
- Crescent Connector, a \$16 million road project funded through the Federal Highway Administration and VTrans to divert traffic at the busy Five Corners intersection.
- One Main Street park, a \$200,000 grant through the state's Downtown Transportation Fund to install a pocket park.
- 2 Lincoln Street renovations, an ARPA-funded interior modification project for the Municipal Offices.
- Various horticultural grants, including Emerald Ash Borer mitigation.
- *

6. List and describe any committed or potential cross-sector partners or collaborating organizations.

State the partner organization(s) name and potential role in the project. Indicate if any planning has taken place to date.

Community engagement will be centered in the project process. Potential project partners include:

- ESWD Art Department staff: Coordinate engagement and input on mural themes from students in City schools.
- Essex Junction Recreation Department: Provide additional sites for engagement and input on mural themes from students in City schools.
- Local business: Maple Street Art Space. Coordinate additional engagement and input on mural themes from students in City schools. Support City in design of artist request for qualifications and selection. Advise on additional community outreach and engagement opportunities for artist selection process; Boxcar Bakery (and similar local retailers). Serve as sites for community outreach and engagement for artist selection process.
- Brownell Library: Serve as a site for community outreach and engagement for the artist selection process.
- Essex Senior Center: Serve as a site for community outreach and engagement for the artist selection process.
- Essex CHIPS: Serve as a site for community outreach and engagement for the artist selection process.
- VFW Post 6689: Serve as a site for community outreach and engagement for the artist selection process.
- City of Essex Junction Fire Department: Provision of site for project.
- City Council: Raise community awareness of the opportunity to participate in the artist selection process.
- City Planning Commission: Support City staff in soliciting and analyzing community input throughout the project.

Clear and Inclusive Community Engagement (weighted at 10% of review)

7. Describe the potential opportunities for community input into the selection of the artist, the design of the art, and/or making the art.

Consider opportunities that foster connections among people of diverse socioeconomic groups, abilities, cultures, genders, and/or ages. Are there relationships you could develop, existing events where design or fabrication of the art could be integrated in, or communication avenues that you could utilize to broaden your reach? How will you intentionally work to break down barriers and inequities and provide more opportunities for participation by underserved and/or under-represented populations in the community? Be specific in describing or listing potential populations and activities. (Sample activities: surveys, parties, events, potluck dinners, interviews, conversations, meetings, art activities, etc.)

Soliciting community input in a variety of ways at different points, the project will foster connections among members of the community with diverse backgrounds. A key partnership in the design process, EWSD serves all City students regardless of socioeconomic status, abilities, cultures, genders. Initial input on mural subjects responding to "We are Essex Junction" prompt will be solicited from City students in coordination with EWSD Art educators. Student response materials will be reviewed and organized by City volunteers grouped into thematic/focus areas. The thematic/focus area that encompasses the greatest number of student responses will be selected as the subject of the mural.

An artist request for qualifications will be prepared by City volunteers and disseminated by City.

Based on response, the City will invite artists (supported by honorarium) to prepare an initial design pitch.

City and City volunteers will advertise and receive community input on artist pitch responses. Possible activities include:

•An online survey posted to the city's website.

•Sticker dot voting opportunities located at City gathering points (library, businesses, etc.).

•News release (City social media and front porch forum posts).

oUtility bill inserts.

•Printing and posting signs and banners.

Based on community responses, the City will invite an artist to conduct a full mural design.

Using student response materials, the selected artist will conduct full mural design and related work plan.

Media

Required images:

Include up to seven (7) images or links to other media samples such as videos. Be sure to include:

- images of the community, potential site(s)/location, maps or designs of the infrastructure
- images or other visuals that help to identify potential opportunities for artist involvement
- images of potential ideas for the public art at the site (Does not have to be the actual design, unless you are applying for an implementation grant, and you have some concepts in mind. Images could include concepts from other communities or other artists that excite you and that help to demonstrate your vision/ideas for the art.)

Use the description fields to provide a very brief (250 characters or less) description of the media sample.

Allowed media types and sizes:

- Images as .jpg or .pdf (up to 5MB each)
- Documents as .pdf (up to 5MB each)
- Links to media from YouTube, Vimeo, SoundCloud, etc. Note that linked media items must be public (not password protected).

Images

1. Image:

Animating Infrastructure Supplemental Images 1.pdf *

Can be .jpg or .pdf

1a. Description of image:

Image of the Community. Village	Center of City of Essex Junction seen from the northeast (credit Frank Grenon) *		
Maps of Project site/location (take	en from Google Maps). City of Essex Junction, project location identified by the red rectangle.		
2. Image: Can be .jpg or .pdf	Animating Infrastructure Supplemental Images 2.pdf		
2a. Description of image:	Project Location - 3 Pearl Street, Essex Junction, VT 05452, identified by the red rectangle. Project site - western wall of the Fire Department.		
3. Image: Can be .jpg or .pdf	Animating Infrastructure Supplemental Images 3.pdf		
3a. Description of image:	Image of potential ideas for the public art at the site (courtesy of Framework)		
4. Image: Can be .jpg or .pdf			
4a. Description of image:			
5. Image: Can be .jpg or .pdf			
5a. Description of image:			
6. Image: Can be .jpg or .pdf			
6a. Description of image:			
7. Image:			

Can be .jpg or .pdf

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7a. Description of image:	
Links to Media Samples 1. Link to media:	
1b. Link description:	
2. Link to media:	
2b. Link description:	

Optional Video

Applicants may submit a link to a 3-minute video with narration that shows and speaks to the proposed site, the vision for the public art, and how it might help meet community goals. This may be done informally by walking and speaking into a camera phone or other device. It does not need to be a highly polished or edited video. Be sure that the audio and visuals are clear.

1. Provide the link to the video narration here:

Additional Information

1. How did you hear about this grant opportunity?

Word of mouth *

1a. How did you find the website?

1b. Other:

*

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