

**Town of Hinesburg
Planning Commission
October 24, 2018
Approved November 14, 2018**

Members Present: Rolf Kielman, Barbara Forauer, James Donegan, Jeff French, Marie Gardner, Joe Iadanza

Members Absent: Dennis Place, Maggie Gordon, John Kiedaisch

Public Present: Bob Hyams (Hinesburg Conservation Commission), Kyle Bostwick, Kate Webster, Andrea Morgante, Meg Handler, Johanna White, Steven Giroux

Also Present: Kate Kelly (Recording Secretary)

Joe I. chaired the meeting, which was called to order at 7:03 PM.

Agenda changes: None.

Public Comments for Non-Agenda Items: Bob Hyams (Hinesburg Conservation Commission) summarized Jesse Mohr's presentation on Natural Resources Inventory and Mapping. He asked how the Planning Commission would see using a Natural Resources Inventory, and if they'd support it. Joe I. said he would find this useful. The PC already has ag and forest land by-laws; the better we can map, the better we can guide development in the right spots. The Board implemented lot sizes to protect natural resource areas; one more map on what to avoid would be helpful for the PC and DRB on subdivisions and housing site placement.

Barbara F. said it would be helpful to know what we have in Hinesburg so we can protect it. Bob H. said they could send questions or data needs to the CC. Andrea M. commented that most of the data sets used are provided by the state, and are of state-wide significance. These data sets would be more local, and on-the-ground verifiable. Bob H. clarified that phase 1 is using existing data. Phase 2 is the on-the-ground data collection. Phase 1 uses other data sets that are not on the state site. Jeff F. asked if we have topo maps; he has problems with development and how it fits into the land. Andrea M. said we do have them already; Bob H. said this is something that could go into our natural resource inventory maps.

Official Map Revisions:

Joe I. stated they have received comments from Peter Erb, Ute Talley, and Teresa Celemin.

Andrea M. said she has several comments; she applauds their efforts. Would suggest a sidewalk on east side on Mechanicsville Rd. She had envisioned the sidewalk on the east side (nicer place for walk). One

of the reasons it ended up on the west is because it was said there wouldn't be any residential development on the east side. She pointed out there is no sidewalk between Thistle Hill and the shopping center. If the Quinn property gets developed, there should be a sidewalk there. It could be a rec path type of thing, not necessarily right next to road.

In regards to area G, she liked the idea of a public facility on a large acreage like this. It makes sense to have it be contiguous to town cemetery; would like to see it have flexibility on size. Joe I. answered he felt there was flexibility here. If the town's goals can be met in the DRB process, doesn't get in the way of developing the property.

Meg Handler joined the meeting.

Andrea M. stated she would like to see better connections to Geprag's instead of having to go out all the way to Falls Road. Perhaps an opportunity from Bissonette Rec Area. She would also like to encourage thinking about how we get to Lake Iroquois (beach area). Joe I. said that this falls outside the village growth area; it makes sense to do a town-wide map, but the PC hasn't discussed it.

Andrea M. added that she would like to put stormwater detention areas along public roads. Joe I. agreed it was a priority, but would require more research. Andrea M. felt it would work well with new stormwater regs for municipal roads.

Andrea M commented on area F: she agreed there should be a resting spot, but she isn't sure the area indicated (no trees) makes sense. As that lot gets developed, there may be a good spot that becomes apparent. Joe I. agreed that the east side of Mechanicsville may be a better spot for that. Andrea M. said it may be problematic to site it next to sidewalk.

Rolf K. joined the meeting.

Andrea M. commented on the red line for the sidewalk along Lyman Park coming from Lyman Meadows: there is a maintained and mowed gravel path here already.

Marie G. said she especially liked the comment about flexibility for area on Quinn property.

Kate Webster, who lives in Creekside, so has comments regarding that area. She saw a couple inconsistencies with town plan: there are four entrances and exits for cars in the neighborhood. This is inconsistent with the town vision for residential neighborhoods. She brought up an example in South Burlington, between Cheesefactory and Kennedy Dr., where you can't get to Dorset St. or Route 116 through the neighborhoods. She felt we should not necessarily drive traffic from Charlotte Rd. to 116/Shelburne Falls Rd. Many developments have entrances and exits on to the main road (not through each other).

She also would like to understand the thought process behind connecting Charlotte Rd. and Shelburne Falls Rd. Joe I. answered that anyone would recognize we have a traffic problem in town. One issue is people commuting through Hinesburg; the second is Hinesburgers getting through the village. It would be good to not be a one road town, so that is where the concept of the west side road comes from. It isn't meant to be a shortcut for Route 116 traffic, only for villagers. There are examples of thru roads that don't get used a lot; they're not linear, there are stop signs, roundabouts, etc. that make them unappealing to through traffic. She commented that if you spend 20 minutes getting from the CVU light to the Community School, even 20 mph would look better, and felt people would still cut through the neighborhoods. This committee is talking about directing traffic through 4 residential neighborhoods. She asked why this particular neighborhood have to take this influx in a different way than other neighborhoods in town? Joe I. replied it is the neighborhood's location; west side of town.

Kyle Bostwick asked about why this wasn't taken care of when neighborhood was designed. He felt that people will bypass to try to beat the traffic, and will fly through stop signs. This happens already in front of the gym. He agreed with Kate W. that it will be used as a bypass.

Joe I. answered the question of why this wasn't taken care of when neighborhood was designed, and explained that when the neighborhood went in, we didn't have Official Map capability. He gave an example of a neighborhood bypass that doesn't get used much, near Tafts Corners.

Kate said she'd like to have the Commission consider alternatives, like her example through So. Burlington. Joe I. pointed out there are major challenges to having this road actually happen (cross Patrick Brook, through Cheese Factory property, Canal).

Kyle B. pointed out the map doesn't have the road through police station/fire station parking lot. Bob H. asked about the purpose of this road. Andrea M. said it was a condition of Act 250 permit when the new police station was built (wouldn't allow two curb cuts; we had to give up the old curb cut). The permit said it should be one-way traffic. Kyle B. said eventually you will have to go through neighborhood to exit police station, and wouldn't think this would be good.

Kate commented on the sidewalk that runs adjacent to the Lantman's parking lot, and Lyman Park. Why would there be a sidewalk priority there? Marie G. and Andrea M. said because people walk through there all the time to get to Town Hall and bus. Andrea M. mentioned that the actual easement for the sidewalk goes to the east of what is called Lyman Park, then to ball field.

Kyle B. asked about the sidewalk that stops at police station then disappears; why doesn't it continue along 116? Joe I. said it is a good question. James D. said he also felt there should be one there. Kate W. pointed out it doesn't go in front of Giroux's either.

Kyle B. said he recently learned that UVM doesn't pave a path for 6-7 months; they want to see natural migration of people. Once they see the natural path, they pave over that. Rolf K. said this is a myth.

Kyle B. mentioned that at the end of the fake road by his house, there seems to be a natural migration of people going down that over to Bissonnette Rec Area. Why is there no trail south of Patrick Brook? He questioned the location of the dotted red line because this area is wet; they already have a small lake in common area, 5.5 acres behind his house floods. Water flows down path where dotted red line runs. Could we move the trail to the south side of Patrick Brook (where VAST trail already runs)?

Steve Giroux (not representing family) came to discuss lot 15. When you look at most of the other lots, it affects a portion of the lot; here it affects the whole lot. There is no actual identified usage, it is left vague and open. This was evident when Hannaford's got rejected by the DRB; it wasn't clear what the intentions were of the PC. Joe I. commented that the PC tried to improve the descriptions on this version. Steve G. said he read what he thought was the up-to-date one, and it didn't look like it changed much. He felt it was still open and vague for interpretation by DRB. Steve G. commented that the Official Map is best when created in collaboration landowners. Joe I. granted that the last time they did an Official Map, they didn't communicate with landowners as they should have. This time, this is a draft; they are having these meetings to get public comments. Steve G. said depending on what happens with Hannaford's, it will be hard to do anything with the lot because everyone will be scared of it. Joe I. said he is trying not to comment on Hannaford's (as that is a DRB matter); but this does mark out a piece of property for potential community development. This designation means it needs to be looked at by the DRB; it puts an onus on the town to buy the property for fair market value or come to agreement within 120 days. If the town hasn't made progress in this time frame, the developer can go back before the DRB to have their application re-considered without Official Map. Steve G. asked how we determine fair market value on a lot that is a lemon lot because of all the hassle? They could be stuck trying to sell to the town for less than what they could get for it otherwise. Joe I. replied he understands this point of view, but the town is trying to use this tool to help the town. Steve G. said it unfairly affects the entire property. Rolf K. stated that in fairness, lot 15 is part of the Commerce Park development project (part of larger parcel). Steve G. said the Official Map wasn't even around in the 80's when this originally happened. Rolf K. asked what the fair market value is. Steve G. didn't know.

Kyle B. said they deliberated over multiple weeks, and now we have four meetings to make public comments. He hoped that the Commission is open to changes, so it doesn't get to the DRB level.

Rolf K. said there are public amenities/uses we need to serve; that requires forethought and planning, and sometimes the legitimate purchase of a piece of property for that purpose. How can that be accommodated? Without that kind of strategic look ahead, this community is going to sprawl and it will be at tremendous cost. It is a new tool, and he doesn't understand it himself (level of specificity, for example). He felt that the lot 15 committee laid out potential uses that are valuable to the community. The PC is trying to have forethought to avoid untenable problems in the future.

Kate commented much of this stems from a need. It seems like we are putting things there because we don't know what else to do with it. At what point does Hinesburg need three playgrounds, or two open-

air amphitheaters. She is curious about this. Joe I. said much of this comes from expected/zoned growth in the village (north of Creekside and the Quinn property). We have zero playgrounds now (because school playground can't be used when school is in session), so they are thinking about population growth that is happening at north end of town.

James D. asked Steve G. if town could buy lot from you and your family, at the same price Hannaford's is offering, would they care who they sold to? Are there costs they've already incurred with potential Hannaford's sale? Steve G. replied he can't speak for the family. He said they've paid water allocation on it since the 80's.

Johanna White said when she sat on the PC and they were doing the original Official Map, one of the things they saw was this lot that had attempted to be developed by two other entities, and it was the only one wasn't included in the 20,000 sq. ft. cut-off. She felt this is why Hannaford jumped on it. They didn't know Hannaford was looking at it; NRG tried to put a building on it, and they had to go down 80 ft. to get to solid ground to build a two-story building. The PC at the time thought it was undevelopable, and it would be a great place for town recreation (band shell, farmer's market, playground); they could buy it for the town (this came later). She still strongly believes it would be a useful piece for the whole community. She stated that knowing what Giroux family would like to have for compensation to sell it, would be helpful.

Kyle B. said the process needs to be collaborative; if the owners don't want to sell it, there shouldn't be a mandate. If there are desires for this area, the town should work with landowners to find places for it.

Joe I. said this Commission really wants feedback. The charge of the Commission is to plan ahead, figure out what we need many years from now, and use this map to pre-plan it. We hope this will be a collaborative process. Under the worst-case scenario, it's not a collaborative process; that's when 120 days kicks in, town has 120 days to purchase or show considerable progress. If town is unwilling or unable to do this, DRB would then consider the application without regard to the Official Map.

Steve G. asked if at that point the area then gets taken off the official map, or does it come up every time someone wants to purchase. Joe I. answered that it hasn't been answered fully. If the town hasn't shown significant momentum in 120 days, it goes back to DRB (and Andrea M. felt then that it would come off the Official Map). The official map then would be moot.

Kyle B. stated the Planning Commission would like to not get to that point. Joe I. concurred.

Steve G. said going back to the DRB would happen only if person selling has the time to go back and do this process again.

Andrea M. clarified that the Official Map doesn't have to be on open undeveloped land. We could mark an existing building where we think there is a higher/better use for the community. We should think

about redevelopment of existing parcels. Joe I. said that is a good point, and we should think about underutilized spaces.

Jeff F. asked if after 120 days, can they go back to collaboration with the landowner? Andrea M. replied she felt this could happen either prior to the 120 days; it doesn't mean you can't have collaboration.

Kate W. and Meg H. left the meeting.

Marie G. said someone could come forward and buy the property and donate it to the town (it doesn't have to be taxpayer dollars).

Joe I. said as far as funding and significant progress, the statute is vague (perhaps intentionally, to allow options).

Jeff F. asked about safety on the road in Creekside – he would agree with Kate W.'s comments. What happens with phase 2 (is there a safety review to address those concerns)? Joe I. said it is a legitimate concern, because the road has been taken over by the town, so it is not quite the same as the official map. Andrea M. said the engineering of the road is up in the air. It takes a long time to get a road approved and funding for a bridge. She also noted we are trying to move away from single occupancy vehicles. We need to be more forward-thinking about where we want to go as a community, not dependent on single occupancy vehicles. Joe I. said he agreed, but there are conflicting points: we don't want to be a single road town, but there is also a safety issue. The Board would be remiss if they didn't plan a second way of egress through this area; that's why it's on the map, even though there are significant barriers and there is a low probability of it being built.

Andrea M. said we are not unique to being a one-road town. She suggested another connection to Geprag's up by the library. She felt it may also be good to show trails on CVU; passover to get from Geprag's to CVU?

The public left the room.

Joe I. mentioned letters received: Ute Talley concerned with traffic through Creekside, Peter Erb, and Teresa Celemin.

Jeff F. wondered about an option to move the road that goes north from Creekside, to move it further east so it could come to a four-way stop, then if we have to make the road a little wider, it could eat into the park a little bit. Joe I. said he didn't think the residents were concerned about that northern road, more about the road on the west side of Creekside.

Barbara F. asked about Stella Rd. and Farmall Drive; they aren't connected. Joe I. noted you have the canal and Cheese factory.

Teresa Celemin sent a letter applauding us for the sidewalks up Richmond Rd. She asked if it was possible to show sidewalk up to North Rd. Marie G. asked what phase that is at; Rolf K. replied there was a study.

Peter Erb sent a letter paralleled Andrea's comments about stormwater detention areas (village area planning), specifically near Aubuchon hardware.

Jeff F. asked about the green spots for future stormwater treatment areas. He asked how this all came about; Peter's comments seem to be an engineering thing? Marie G. said Andrea M. may have had something to do with this. Joe I. said he didn't know how it came about. He said as far as Aubuchon is concerned, if it's on the Official Map or it is redevelopment, you would have Act 250 revisions, etc. stormwater would need to be addressed, that would make developers look at this. Old requirements were different than they are today. Marie G. agreed.

Minutes of October 10, 2018 Meetings:

Barbara F. **made a motion to approve the minutes of October 10, 2018.** Jeff F. **seconded the motion.** The Commission **voted 3-0**; Rolf K., James D., and Marie G. abstained.

Other Business & Correspondence:

Joe I. said notices were received from the towns of Charlotte and Shelburne regarding hearings for their Town Plan revisions, on November 15. Information for these on Dropbox.

Barbara F. asked if the Commission preferred May or June for next community dinner. They preferred June.

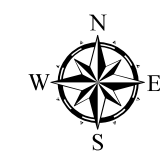
James D. asked if the Official Map clause has begun on Hannaford decision. Joe I. replied that Alex W. said no, not necessarily; because the decision will likely be appealed, it is unclear on if it is concurrent with appeal or subsequent to appeal. It is possible for the town to ask the court to stay the timeline.

Rolf K. **made a motion to adjourn**, Jeff F. **seconded the motion.** The meeting adjourned at 8:36 PM.

Respectfully submitted,

Kate Kelly, Recording Secretary

Hinesburg Official Map
DRAFT REVISIONS



1 inch = 775 feet
(at 11"x17" map size)

0 300 600 Feet

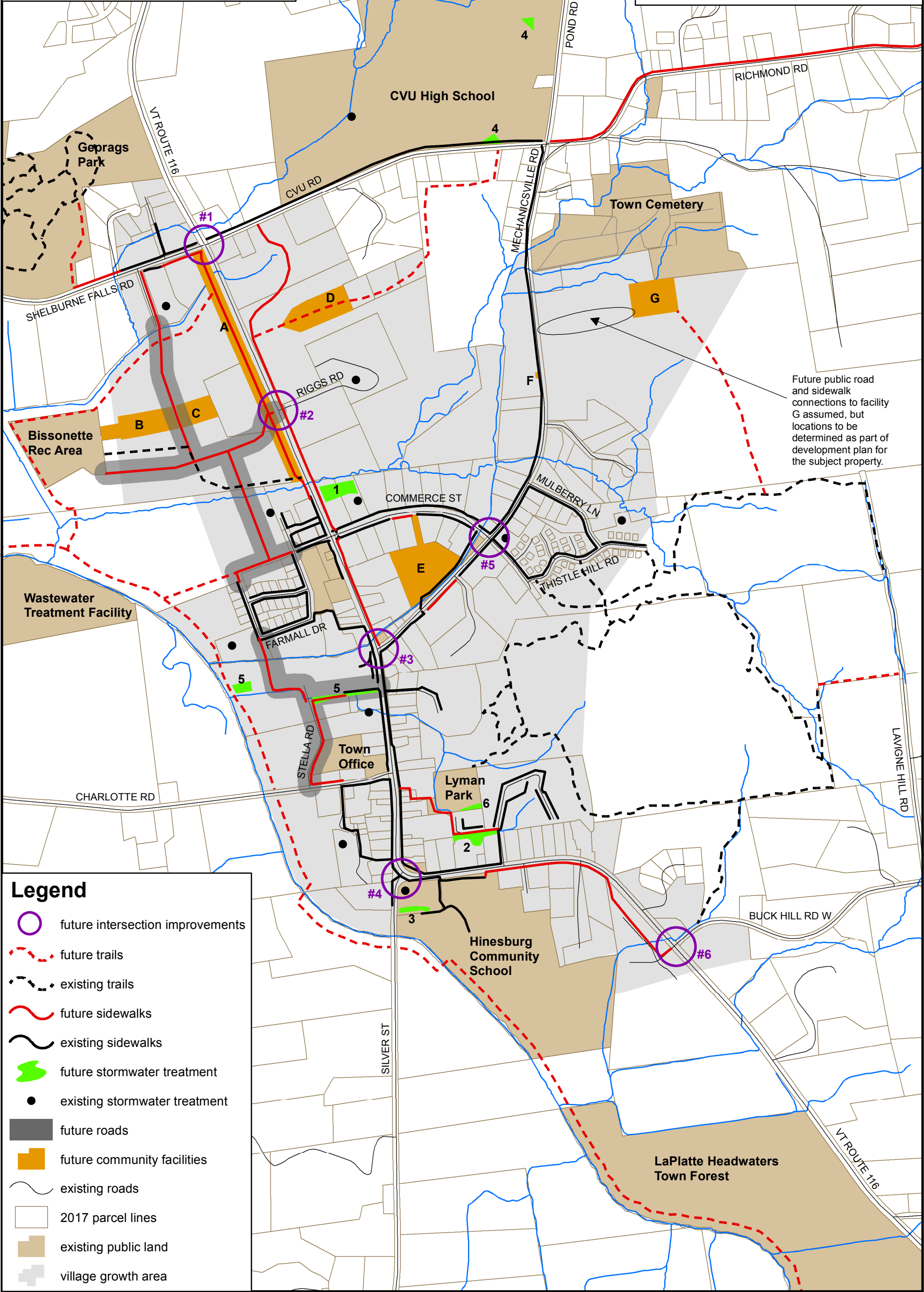
map date 9/14/2018
by Hinesburg Planning & Zoning

DRAFT 5
(for community input)

See Community Facility Description Document for details on future intersection improvements, community facilities A-G, and future stormwater treatment locations.

Locations for future improvements approximate only. Implementation or acceptance of specific elements is at the discretion of the Select Board.

Future roads will not occupy entire 200' wide buffer shown. Buffer intended to allow for non-linear road layout for slower speeds on new neighborhood, village connections.



Legend

- future intersection improvements
- future trails
- existing trails
- future sidewalks
- existing sidewalks
- future stormwater treatment
- existing stormwater treatment
- future roads
- future community facilities
- existing roads
- 2017 parcel lines
- existing public land
- village growth area

Official Map - Community Facility Descriptions

DRAFT 2 – 9/14/18 – for community input

Future Intersection Improvements

(see 2014 Route 116 scoping study for details on #1-4)

#1 - Turn lanes & signal improvement

In process. Active State Agency of Transportation project with funding and preliminary plans. Projected time horizon: culvert improvements in 2019; new lanes, signals, and project completion in 2020.

#2 - Roundabout or alternative

No project specific studies conducted to date (i.e., still needs scoping), but recommended in the 2014 Route 116 scoping study. A key intersection impacting development plans for properties on both sides of Route 116. See conceptual master plans for the Blomstrann property (east side) and Haystack Crossing property (west side).

#3 - Restricted turning, enhanced crosswalks

Alternatives identified by VTrans as part of the Town and Act 250 review of the proposed Hannaford project. The Town identified restricted turning at peak hours as a preferred option for Hannaford to mitigate traffic issues at this intersection. An enhanced crosswalk across Route 116 is also needed, as well as a standard crosswalk across Mechanicsville Road to connect to the future sidewalk north of the intersection (east side of Route 116).

#4 - Roundabout or alternative

No project specific studies to date (i.e., still needs scoping), but recommended in the 2014 Route 116 scoping study after planned improvements are made to the signal phasing at the Route 116, Charlotte Road intersection.

#5 - Four-way stop or alternative

No project specific studies to date (i.e., still needs scoping). Currently a two-way stop, but may require a change to a four-way stop or an alternative when there is new development or an increase in traffic volume in the Residential 1 zoning district.

#6 – Roundabout, splitter island, crosswalk

No specific studies to date (i.e., still needs scoping), but recommended in the 2014 Route 116 scoping study. A key village entry point where improvements can help slow drivers and make them aware that they are entering the village, while also providing pedestrian connectivity from the village sidewalk system (west side of Route 116) to Buck Hill Road and the adjacent trail system on the east side of Route 116. Intersection changing from three-way to four-way with a new private road on the west side to access a new 24-unit development (under construction in 2018).

Future Community Facilities

Shape and size shown on the Official Map and noted below are approximate.

A – Route 116 Linear Green/Park (approximately 5.0 acres) – At least 100' wide from the west edge of the Route 116 right of way. To provide room for a multi-use recreation path that will take a curvilinear form from Patrick Brook to the Route 116, Shelburne Falls Road intersection. Also to accommodate complimentary infrastructure including shade trees, benches, public art, small gathering places, etc.

B – Central Park West & Community Center (approximately 2.55 acres) – To become the western side of a park at the center of the Village Northwest zoning district, with connection from Route 116 and community facilities A & C to the Bissonette Recreation Area. Park to include robust amenities to encourage community use – e.g., benches, picnic tables, playground facilities, shade trees, public art, bocce courts, volleyball courts, hard surface courts (e.g., tennis and/or pickle-ball, basketball), etc. Also to accommodate room for a future community center (e.g., multi-generational center) or indoor recreational center that could benefit from sharing existing parking with the Bissonette Recreation Area.

C – Central Park East (approximately 1.38 acres) – To become the eastern side of a park at the center of the Village Northwest zoning district, with connection to Route 116 via sidewalks or other pathways. Park to serve as more of a gathering space with fewer recreational facilities than described for community facility “B”. Including appropriate amenities – e.g., benches, picnic tables, gazebo/shelter, shade trees, public art, etc.

D – Overlook Park (approximately 2.82 acres) – A park at the height of land in the Village Northeast zoning district to provide a unique community gathering place affording views overlooking the village area. Connected to the west via trails to a future sidewalk along the east side of Route 116, and to the east via a trail along and around the hillside to CVU Road. Park amenities to include benches and interpretative displays (e.g., identifying village features in the view) in the open portion of the hillside, and trail connections in the wooded portions.

E – Commerce Park & Wetland (approximately 4.8 acres) - A mix of community facilities and wetland preservation/enhancement. See the Lot 15 Committee’s January 3, 2012 analysis report for details on possible community uses – e.g., wetland preservation, walkways, gathering spaces, playground, recreation court space, open air theater, civic building and associated parking.

F – Walkers Respite (approximately 1611 square feet) – A small-scale area with seating and shade trees for users of the Mechanicsville Road sidewalk (west side of road).

G – Mechanicsville Neighborhood Park (approximately 2.55 acres) – A developed park with open and wooded spaces, adjacent and connected to the Town Cemetery. Robust amenities to encourage neighborhood use and engagement of the larger Hinesburg community – e.g., benches, picnic tables, gazebo/shelter, playground facilities, shade trees, public art, hard surface courts (e.g., tennis and/or pickle-ball, basketball), bicycle pump track, etc. Connected to Town trails to the southeast (e.g., Sullivan Trail, Lavigne Hill Road). NOTE – Also connected to Mechanicsville Road via future public roads and sidewalks – not shown on the map due to uncertain locations to be determined as part of any development plan for the portion of the property between the park and Mechanicsville Road.

Future Stormwater Treatment Locations

(see 2015 Feasibility Study by VHB and Milone & MacBroom – Opportunities to Manage Transportation –Related Stormwater Runoff)

1 – Detention area - North of gas station. Collect and treat stormwater from Route 116 ditch (runoff from road and adjacent commercial areas).

2 – Bioretention area – Along existing swale and lawn area. Expand existing ditch network to larger bioretention area.

3 – Bioretention area – North of lower Hinesburg Community School parking lot, and south of existing bioretention area (Silver Street rain garden). Treat runoff from school roof and parking lots.

4 – Detention or bioretention areas – Between recreation fields and along upper parking lot. Treat runoff from fields and parking lot.

5 – Detention and pre-treatment pond – Ditch network flowing west from Route 116 with possible detention near gravel parking lot. Convert old sewer lagoon into stormwater pre-treatment pond. Treat runoff from Route 116 and existing Cheese Plant site.

6 – Bioretention – Existing swale from Lyman Meadows condominiums along south side of Lyman Meadows Park. Improve swale for additional bioretention.

DRAFT