

**Town of Hinesburg
Planning Commission
March 27, 2019
Approved April 10, 2019**

Members Present: Maggie Gordon, Rolf Kielman, Jeff French, Joe Iadanza, Marie Gardner, James Donegan, John Kiedaisch

Members Absent: Barbara Forauer, Dennis Place

Public Present: Calen Casco, Margo Casco, Donna Jaro, Michael Wright, Leonard Ducharme, Valerie Ducharme, Erik Engstrom, Gill Coates, Ray Nails, Jay Kiley, Abbi Kiley, Steve Girous, Ruth Ayer, Tom Ayer, Dawn Francis, Janice Osgood, Lenore Budd, Russell Spies, Michael Buscher, Andrew Frost, Matt Hayes, John Hagman, Dan Myhre, Mary Jo Brace, Ken Brown, and others

Also Present: Alex Weinhagen (Director of Planning & Zoning), Kate Kelly (Recording Secretary)

Maggie G. chaired the meeting, which was called to order at 7:04 PM.

Agenda Changes: None.

Public Comments for Non-Agenda Items: None.

Public Hearing – Proposed Revisions to Official Map and Zoning Regulations:

Alex W. gave a brief overview. He reviewed the process of land use and zoning changes in Hinesburg, and explained that tonight there are two proposals in front of the Commission. After the public hearing tonight, they may make changes, and once they settle on the proposal, they forward it to the Selectboard. The Selectboard will then also hold a public hearing before adopting the proposals.

Alex W. reviewed the two proposals: the Official Map was adopted in 2009, and hasn't been changed since then. It is in need of revision. The Official Map states that developers and landowners need to design with that future community facility in mind; if they don't want to comply with the Official Map, the Development Review Board will deny the application. This starts a clock, and the Selectboard then has 120 days to begin to acquire an easement, or show progress on purchasing the property. If the Selectboard chooses not to act in those 120 days, the developer may have it reviewed again by the DRB without taking into consideration the Official Map. The Commission, on this draft, has taken off some facilities, and has added some new facilities (including road and sidewalk connections, including sidewalk up Richmond Rd. to North Rd.).

Alex W. stated that the second proposal is a change to the zoning regulations. A developer often proposes public open space as part of the development, but it sometimes gets shunted to the side (wetland, stream, etc.). This regulation codifies that a minimum amount of this space be built in an area that people can utilize, and it provides standards for design.

Jeff F. clarified that there was no conflict of interest for him to participate in the discussion, as he is now a member of the Selectboard. Alex W. said there is not, per state statute.

Maggie G. opened the discussion to public comment.

Donna Jaro owns property near number 37 between Richmond Rd. and North Rd. She asked if a park 'n' ride and park would be acquiring her property, and if so, how much would be taken. Maggie G. and Alex W. explained that this area is within the existing town road right-of-way and where cars currently park/grassy area. She asked about the aesthetics of her property; she was concerned about vandalism, and trash being dumped there. John K. said he expected that any future facility would build on the aesthetics that she has already started there. Joe I. explained that their reasoning broke down into three categories: 1) safety, 2) testimony that when Texas Hill Rd. is bad people leave cars at the bottom (important to have a space out of the way of the equipment), 3) there is a large population center in that area without much space for recreation. Donna G. said she is concerned about devaluing her property.

Gill Coates asked who actually owns that corner. Alex W. said he thought it was all owned by the town, but didn't know the answer.

Janice Osgood commented if it would be good to find out who owns the land before deciding what to put there. John K. replied that in most cases they do know who owns the property.

Ken Brown clarified that this tool is just saying we have an interest in this property, but there is nothing planned for it. Joe I. agreed, that this is just a planning tool.

Alex W. commented that the Selectboard did not render an opinion on a possible park in the corner, but they did apply for a grant to fund a study for making this a 4-way stop and potentially putting in some vegetation. If they are awarded this grant, there will likely be a public hearing on this too.

Russell Spies spoke about the sidewalk on the east side of Mechanicsville Rd. His is first place just north of the cemetery. If you measure from the corner of his house up to edge of driveway, and factor in a standard slope on that type of hillside, that slope will go up against his foundation. He has a stone foundation, and he put a lot of money and time to put in a swale in to channel water away from his foundation. They'd also have to move about 10 telephone poles. He would rather not see a sidewalk go in here.

Alex W. displayed the area in question. Russell S. asked about Quinn property development. Alex W. replied that there has been discussion about development on west side of Mechanicsville, and the property on the east side is still for sale.

Matt Hayes owns the property just below the cemetery. He mentioned he'd be impacted in the same way as Russell Spies. He understands the development of a sidewalk up the north side of Richmond Rd. He'd argue that the sidewalk on the east side of Mechanicsville Rd. is redundant because of the sidewalk on the west side. It would be safer and less expensive to make a crosswalk near the Quinn property across Mechanicsville, than to have to go across Richmond Rd. at the intersection. With the new development area in #36, they would have to cross the road to get to CVU; might as well cross Mechanicsville further south than to go to the busy 4-way stop (with the right-turn lane to turn east on Richmond Rd.) to cross. Jeff F. said to keep in mind that this is a planning tool that doesn't have an engineered study, and that this sidewalk would likely not happen once the costs became clear.

Ray Nails lives on Richmond Rd. and is worried about his daughter who runs on the road. He is glad it is being discussed. He doesn't like that it will take years to come to fruition. To him, the Mechanicsville Rd. sidewalk is a waste of time; he is concerned about the safety of his family and the Richmond Rd. sidewalk needs to be addressed now. He'd like to see this process moved forward to keep people safe.

Mike Buscher brought up the descriptive language under future roads and road improvements. He is a resident of Creekside and the landscape architect for Hinesburg Center II and another development. He questioned the language stating there should be bike lanes and sidewalks, likely on both sides of the street. He has worked on several similar projects, and there is a conflict between on-street parking and bike lanes. He is typically not used to seeing bike lanes on this type of road. If both on-street parking and bike lanes are provided, we need buffers between them (at least 2-3 feet). If on both sides of the road, that becomes 50-foot-wide pavement, which encourages higher speeds. In his work planning for a development in Burlington, connecting from North Ave. to the bikepath, they decided to not have bike lanes on street. Instead, they chose to have shared bike and vehicular traffic on one side of the street (going downhill), and on the other side, a shared use path. This leads to narrower street sections and is safer for younger children. A shared use bike-pedestrian path is 8'-10' wide. He would recommend 11' drive lanes, on street parking, sidewalk on one side, bike-shared use path on the other side. Bump-outs to calm traffic would lead to a 22' width at intersections. With bike lanes, this would be a 30' width at intersections. He is happy to look at this more, but the language right now is pretty prescriptive, and he'd like the opportunity to study this language a bit more.

Mike B. also brought up the future communities and facilities, where he'd highly recommend a connection between 30 and 32. Not connecting with a pedestrian path that can be off-street would be a huge lost opportunity.

Abbi Kiley, 8 Mill Rd. agreed with what her neighbors said about the sidewalk on the east side of Mechanicsville. She felt this sidewalk would be a waste of taxpayer dollars. She'd recommend a

flashing light by the crosswalk down by mini mall. She also brought up the maintenance costs of a sidewalk (plowing, etc.). She also asked about how it would work if the town took some of their property for town use; would they receive compensation? Alex W. replied that this map doesn't delineate how a conversation would work about that. If they can't fit it all on town right-of-way, they would enter negotiations with the landowner to come to an agreement.

Matt Hayes asked about decisions about what is most important to move forward, and is this something the public is involved with tonight? Alex W. replied this map does not lay out priorities; that is up to the Selectboard.

John Hagman lives just across the street from Russell Spies'. He gave up a weedy ditch to build the sidewalk that's there. He's happy to see the sidewalk there, as it was a safety issue. He'd like to see the sidewalks cleaned of gravel.

Mike Wright lives on Birchwood on Richmond Rd. He thought the Richmond Rd. sidewalk was already put up to a vote and was voted down by the town. It was extremely expensive. Alex W. said it was a \$2.5 million cost estimate, and all agreed it hadn't been voted on. Mike W. said people would be killed on this road. He didn't feel a sidewalk is warranted, people don't use it much. He felt it is getting tough, as taxes are high.

Ray Nails was worried about his family's safety on the road, and stated it is a well-traveled road with little kids and mothers pushing strollers on the road.

Andrew Frost, who lives on the north side of Richmond Rd. is a proponent of keeping the Richmond Rd. sidewalk on the map, he'd suggest looking for alternative funding through grants, etc.

Ruth Ayer asked if it is adopted, to please notify landowners. The Commission said notification was already done several months ago.

Donna Jiro added that if there was a sidewalk leading to town there would be no need for a park there on that corner.

Dawn Francis commended the Planning Commission for their hard work. She had thought the Commission would show only a portion of lot 15 for public use, but it is still shown as the full lot. She summarized what she felt was the common theme tonight, that there are a lot of needs in town and taxes are already high. She questioned why the Commission would take this lot off for commercial development and place it as public use? She then asked about the publicly-owned land off Birchwood development. Marie G. said it is mostly steep and wet. Alex W. mentioned that the centrally located space may be usable, but there are some wetland pieces there; more research and a site visit needs to be done. John K. mentioned that the pie-shaped piece is very steep and exposed rock.

Dawn F. also brought up the language about non-commercial uses being required to either dedicate a portion of the land to public use or pay a fee. She wondered if we had received a legal opinion on this. Alex W. said there were many drafts, then it went out to peer review and the town attorney reviewed it.

Dawn F. brought up lot 15, where she felt that there was no mandate from the community for this lot. She suggested compromise language or removing it entirely from public use. Perhaps revise map to show a small portion of lot 15. She suggested language along the lines of “a minor portion shall be made available for a pocket park along Mechanicsville Rd...area for a farmer’s market shall be provided on or near lot 15.” She urged the Commission that we now need some unification in the community on this, and asked them to re-consider.

Erik Engstrom, president of Iroquois Snow Beavers VAST snowmobile group, introduced himself. He felt the existing VAST trail should be shown on the map. The landowners they receive permission from are proponents of winter recreation, but opponents of summer recreation. Joe I. felt that the trail maps for the town may be a more appropriate place for this. Joe I. asked if they are asking for a town interest in these trails. Erik E. said he can’t speak for private landowners. Erik E. said he’d also like to propose a definition of trail (natural, vegetated, soil cover) as opposed to sidewalk. He provided a written comment, and clarified that there should be a dashed black line next to the dashed red line.

Andrew Frost commented on aspects of the map he supported: the sidewalk up to North Rd., connecting trails around neighborhoods. He challenged the amount of green space allocated:

1) over 12 acres of green space, which he felt was a lot for a rural area. Amount of Hinesburg’s growth area is fairly small compared to the overall town.

2) community designation opens town to lawsuits – it may be a tool for opposition to oppose anything, like the kinds of houses being developed

3) community designation is that town must offer to buy it – he’s not sure how lot 15 would benefit our small community.

He would recommend: eliminating or reducing the community designations in these areas, removing it entirely for lot 15, and removing the limitation to 20,000 sq. ft. building.

He was on the Water/Wastewater Allocation Committee: if you think green space is so important, allow the incentives to work by getting allocation for wastewater. He doesn’t feel it’s the role of government to force someone to have more greenspace.

Ken Brown disagreed with Andrew F. A retail invasion occurred just 15 miles north of us, and there are plenty of people there who would cry to have the sort of greenspace we have left in our community. This tool allows us to put a pushpin on an area, telling the developer to speak to us about how they will serve our community.

Tom Ayer echoed Dawn F.’s comments. He felt there was ample community feedback that this should be a commercial use. He asked questions about areas 31 and 32: how do recent plans for that area (that incorporate greenspace) mesh with this map? Alex W. answered that 31 and 32 were located there

based on the developer's plan. 32 is the same as what they proposed in sketch plan. 31 is a bit wider than what was proposed in plan. They would lose 4-6 single family home lots if they complied exactly with what 31 shows. This version syncs up the official map more closely with what the developer proposed, as the old version of the map was different than the developer's proposal. The developer, should these changes be adopted before they receive their approval, would need to make some minor changes to 31. Tom A. said it seems challenging to comply with the official map and zoning regulations; he wants to make sure there's no clash.

Mary Jo Brace asked why the Commission modified it from what they proposed. Alex W. replied that the developer designed this so that there could be greenspace and a large enough box to put in a future community building. The Commission felt that said building would make more sense to locate closer to the Bissonette Rec Fields (in 31), to benefit from the existing parking areas at Rec Fields, shared restrooms, etc.

Jeff F. commented that they are working together now with developers.

Valerie Ducharme (house on CVU Road) would like more information about proposed walking trail (buffers, etc.), because of wetland here. Her neighbors would also like more information. Alex W. replied this hasn't had any study. They are talking about potential development in this area. She commented there is a lot of water from the development (Bittersweet Hill) above them. They also have concerns about loitering and people coming onto their properties.

Peter Erb commented that when they decided to create the Village Growth Area, they wanted to try to keep rural land available as a healthy working rural landscape. The town should have a commitment to make this dense area, where we are encouraging people to live, the best possible area. We should give them the kind of experience that makes people want to live and stay there. He advocated for the greenspaces identified on the Official Map. He felt we should require more greenspace in the zoning regulations than proposed to developers. This greenspace doesn't have to be all public greenspace. The town should be able to be in a position to not have to beg for more greenspace. We should require this as part of design for developments.

Abbi Kiley agreed with Peter Erb's comments. She grew up in New Jersey, and every inch of her town was built up. There is a need to designate these spaces before it's too late. She wants Hinesburg to grow, but in a responsible manner.

Erik Engstrom said that the surrounding area of growth area is a green space. This underlines the importance of designating trails on the map to get people out to that green space.

James Kiley grew up in Florida, and commented that they had lots of undeveloped area, now there are 16 story condos there. He appreciates the planning here for the 10-15 year plan. He mentioned pocket

parks: by lot 15, that adds so much to the aesthetics of that road. Town planning and pride is important. Please leave greenspace.

Mary Jo Brace commented that the town is really condensed, and it is easy to go just outside town to get to greenspace. Joe I. mentioned that we generally aren't going 2 miles to get to greenspace when we get home from work; it needs to be walkable. There are great parks right outside village, but at the same time, lots of land has owners. Other pieces are worked agriculturally. There's a balance here of green to look at vs. green to use as a community.

Maggie G. mentioned lot 1 that is green, but is not very usable. There's a difference between open green space and usable developed areas where people can interact and meet up with each other.

Lenore Budd, Trails Committee, wanted to make people aware that this is one map, but there are 15 maps or so in the town plan. The vision is to connect from the more densely developed village area to the outlying areas (town forest, etc.). She'd refer folks to map 13 (trails) in the town plan.

Andrew Frost mentioned that one need is the ability to drop off trash and recycling. Was there any thought to designate this as a community need? Joe I. said there was planning in the Town Garage re-development to allow the CWSD facility to return there, and it has just taken time to make this happen.

Matt Hayes thanked the Committee and fellow town residents for coming out tonight.

Joe I. requested that if there is further communication for the Planning Commission, send it to Alex, and he will forward it to the Commission in order to comply with Open Meeting Laws, and to get the widest coverage for their comment.

John K. shared that Google Earth now has a system so you can go back in time and look at aerial views of a lot of Vermont (starting in 1999).

As there were no further comments, Maggie G. closed the public hearing, but the Commission will still be able to receive future comments and discuss at a future meeting.

Lot 1 Pop-Up Park Idea:

Maggie G. mentioned the conference she and others attended on placemaking. The idea is to hold a half-day pop-up public park in an unused public space as a way of showing people what could happen there. The other purpose is to generate or gauge interest in making permanent changes to a public space. They will be scheduling a meeting to plan, look for funding, etc. Kevin Harper (Bristol Bakery) is interested in featuring this on April 25 (their re-opening). Alex W. said this is meant to be fun (don't plan)! There should be lots of people involved. Rolf K. asked about Local Motion; Alex W. said they have a cart they can lend out. Maggie G. requested names of those interested.

Maggie G. proposed moving the review of minutes to the next meeting.

Other Business & Correspondence: None.

Alex W. added that they received written comments from many people, and they are all on the Dropbox site. Mitch Cypes also looked at them and had a couple suggestions that will be reviewed at the next meeting.

The meeting adjourned at 9:05 PM.

Respectfully submitted,

Kate Kelly, Recording Secretary

Hinesburg Official Map
Sheet 1 of 2
DRAFT REVISIONS



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

0 300 600 Feet

map date 2/22/2019
by Hinesburg Planning & Zoning

DRAFT 7
Sheet 1 of 2
for 3/27/19 public hearing

See Community Facility Description Document for details on the numbered future community facilities.

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

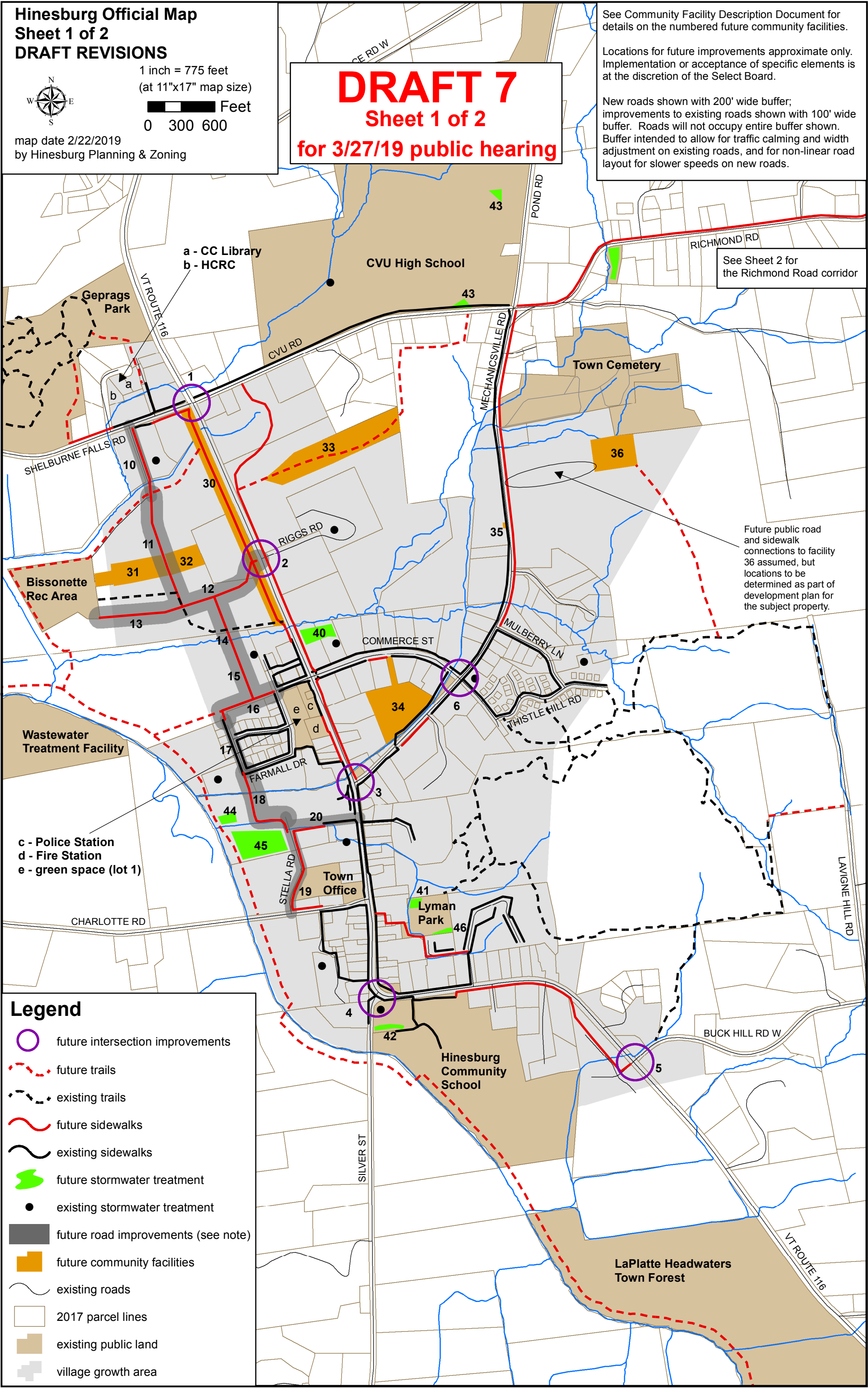
New roads shown with 200' wide buffer; improvements to existing roads shown with 100' wide buffer. Roads will not occupy entire buffer shown. Buffer intended to allow for traffic calming and width adjustment on existing roads, and for non-linear road layout for slower speeds on new roads.

See Sheet 2 for the Richmond Road corridor

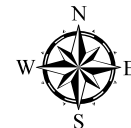
Future public road and sidewalk connections to facility 36 assumed, but locations to be determined as part of development plan for the subject property.

Legend

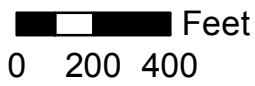
- future intersection improvements
- future trails
- existing trails
- future sidewalks
- existing sidewalks
- future stormwater treatment
- existing stormwater treatment
- future road improvements (see note)
- future community facilities
- existing roads
- 2017 parcel lines
- existing public land
-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



Hinesburg Official Map
Sheet 2 of 2
DRAFT REVISIONS



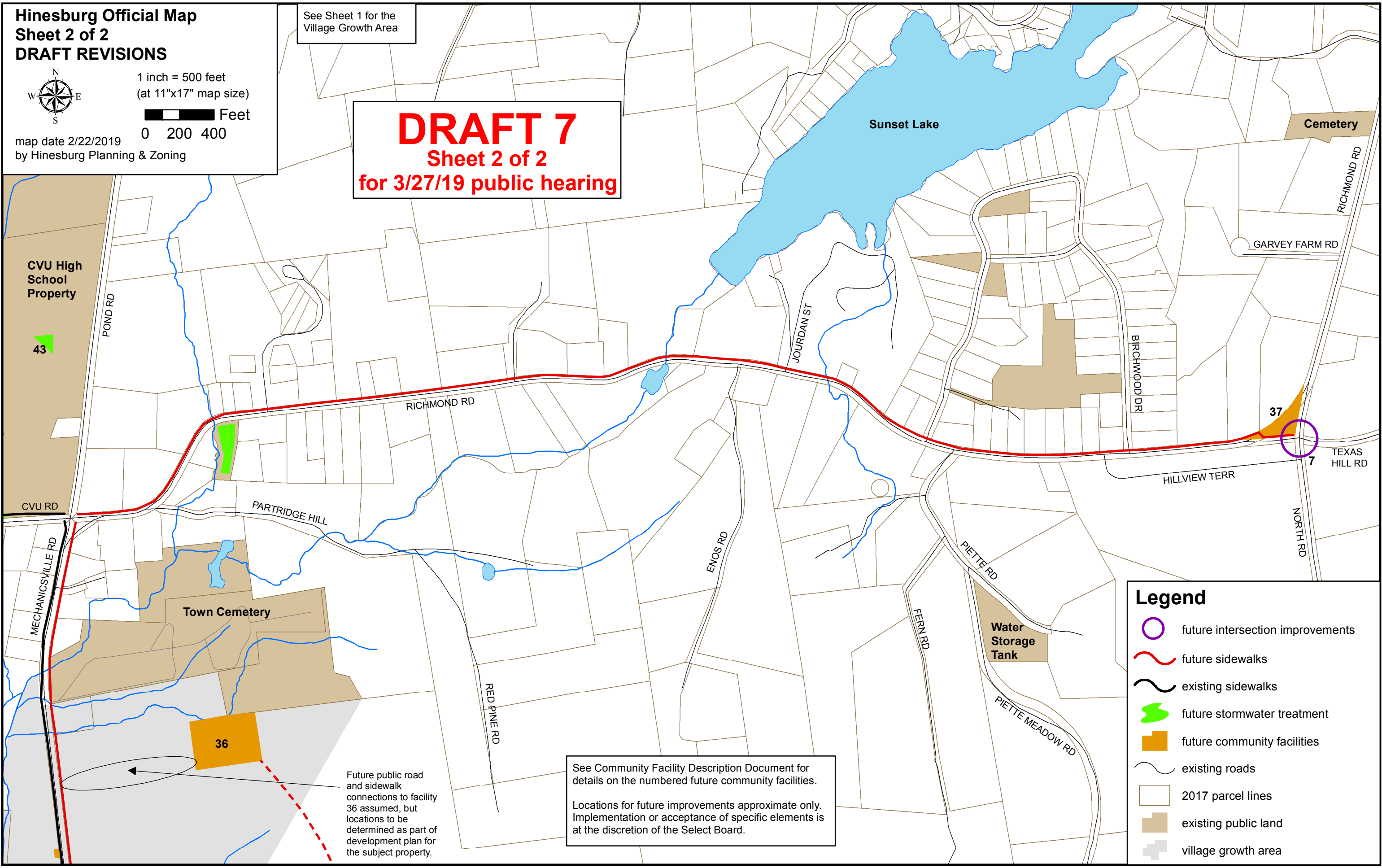
1 inch = 500 feet
(at 11"x17" map size)



map date 2/22/2019
by Hinesburg Planning & Zoning

See Sheet 1 for the
Village Growth Area

DRAFT 7
Sheet 2 of 2
for 3/27/19 public hearing



Legend

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

Future public road
and sidewalk
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Official Map - Community Facility Descriptions

DRAFT 4 – 2/22/19 – for 3/27/19 Planning Commission public hearing

Future Intersection Improvements

(see 2014 Route 116 scoping study for details on #1-5)

1 – Route 116, CVU Road 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 – Route 116, Riggs Road 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 – Route 116, Mechanicsville Road 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 – Route 116, Silver Street 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 – Route 116, Buck Hill Road 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 2019).

6 – Mechanicsville Road, Commerce Street 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.

7 – Richmond Road, North Road four-way stop or alternative – No project specific studies to date (i.e., still needs scoping). Currently a two-way stop plus a curving segment that allows Richmond Road traffic to avoid the intersection. Presents opportunities to consolidate traffic movements, improve safety, and reclaim road areas for park or green space.

8-9 – Reserved – for future intersection improvements.

Future Roads & Road Improvements

Relatively wide future road improvement areas shown on the Official Map are to allow flexibility in road geometry and to encourage sinuosity in the road layout to help reduce vehicle speeds.

10 – Haystack Road Improvement – From Shelburne Falls Road to south of stream. Improve existing road: adjust width (if necessary), add a bike lane, add sidewalk, add street trees, add traffic calming (if necessary).

11 – Haystack Road Extension – South from existing road to future East/West Recreation Road. A new road to serve future development in the Village Northwest zoning district. Important features: width appropriate for on-street parking (possibly both sides) and a bike lane; sidewalk (likely both sides) – some potentially wider than five feet; traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

12 – Recreation Road (East) – West from Route 116 to Haystack Road Extension. A new road to serve future development in the Village Northwest zoning district. Important features: non-linear roadway to slow vehicles; width appropriate for on-street parking (possibly both sides) and a bike lane; sidewalk (likely both sides) – some potentially wider than five feet; traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

13 – Recreation Road (West) – West from Haystack Road Extension to the Bissonette Recreation Area. A new road to serve the municipal recreation area and future development in the Village Northwest zoning district. Important features: width appropriate for limited on-street parking (likely only one side if at all) and a bike lane; sidewalk (likely both sides); traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

14 – Patrick Brook Crossing Road (North) – South from Recreation Road across Patrick Brook and its 100' riparian buffer. A new road and stream crossing to connect the Village and Village Northwest zoning districts. Patrick Brook crossing anticipated to require a large box culvert – large enough to accommodate large storm events and aquatic organism passage (likely a bit larger than existing box culvert under Route 116 which is undersized). This will entail significant permitting and cost. Important features: width appropriate for a bike lane, but otherwise narrowed to reduce impacts on Patrick Brook; no on-street parking within the riparian buffer area; sidewalk or multi-use path (possibly on just one side of the road); street trees.

15 – Patrick Brook Crossing Road (South) – South of the Patrick Brook riparian buffer to Farmall Drive Extension. A new road to serve future development in the Village zoning district and to connect to the Village Northwest zoning district. Important features: width appropriate for on-street parking (possibly both sides) and a bike lane; sidewalk (likely both sides) – some potentially wider than five feet; traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

16 – Farmall Drive Extension – Extension of Farmall Drive West of Kaileys Way. A new road to serve the future development in the Village zoning district. Important features: width appropriate for limited on-

street parking (likely only one side) and a bike lane; sidewalk (likely both sides); traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, etc.); street trees.

17 – Farmall Drive Improvement – Existing western portion of Farmall Drive between future Farmall Drive Extension and Stella Road Extension. Improve existing road: retain existing 24' width; prohibit on-street parking; add a crosswalk to Fredric Way; consider making one-way or adding traffic calming to slow speed and favor pedestrian movement and safety (e.g., signage, plow-friendly speed humps, etc.); retain existing sidewalks and street trees.

18 – Stella Road Extension – South of Farmall Drive across the Canal and behind the Cheese Plant to Stella Road. A new road and/or bike/pedestrian infrastructure to provide village connectivity outside of the Route 116 corridor. Crossing the Canal anticipated to require significant infrastructure - sufficient to accommodate large storm events. This will entail permitting and cost. This connection will serve bikes and pedestrians. Whether it also serves vehicular traffic will depend on development proposals for the area, permitting issues, cost to the Town, and the overall public interest. Important features: width appropriate for a bike lane, but otherwise narrowed to reduce speeds and reduce impacts on the Canal and existing development; no on-street parking; sidewalk or multi-use path on just one side of the road.

19 – Stella Road Improvement – South of the Cheese Plant to Charlotte Road. Improve existing road: adjust width (if necessary), add a bike lane, add sidewalk on one side, add street trees.

20 – Cheese Plant Road Improvement – West of Route 116 to Stella Road. Improve existing road/drive: adjust width (if necessary), extend sidewalk on one side, add traffic calming to favor pedestrian movement and safety while ensuring continued access for Cheese Plant businesses. Consider making this a one-way road (no Stella Road through traffic). Formalize intersection with Stella Road for safety and functionality.

21-29 – Reserved – for future road improvements.

Future Community Facilities

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

30 – 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.

31 – 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.

32 – 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.

33 – 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.

34 – 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.

35 – 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).

36 – 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.

37 – Richmond Road Park (approximately 0.75 acre) – A small developed park with recreational facilities at the terminus of the future Richmond Road sidewalk, and at the existing Green Mountain Transit bus stop. Recreational amenities to encourage neighborhood use – e.g., playground facilities, gazebo/shelter, shade trees, public art, benches, etc. Also to include a small parking area for shared use – i.e., bus stop, limited park and ride, etc.

38-39 – Reserved – for future community facilities.

Future Stormwater Treatment Locations

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

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

41 – Lyman Park detention or bioretention area – Along existing swale and northwest corner of Lyman Park. Note – Relocated from the position identified in the 2015 study (along Lyman Park Road) to capture stormwater from more sites, to have a location with more space, and to utilize more Town-owned property.

42 – HCS 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.

43 – CVU detention or bioretention areas – Between CVU recreation fields and along upper parking lot. Treat runoff from fields and parking lot.

44 – Cheese Plant detention and pre-treatment pond – Convert old sewer lagoon into stormwater pre-treatment pond. Treat runoff from Route 116 and existing Cheese Plant site.

45 – Cheese Plant treatment area – Larger area to treat runoff from the Cheese Plant site before it enters the adjacent stream and the LaPlatte River. Possible enhanced/constructed wetland.

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

47 – Richmond Road treatment area – Collect and treat runoff from Richmond Road before it enters the adjacent stream. Town-owned parcel.

Village Area Design Standards

Possible additions/revisions to section 5.22 and section 10.1 (Zoning Regulations)

DRAFT 7 – 2/22/19 – for 3/27/19 Planning Commission public hearing

New Definition in section 10.1

Public Open Space: An area designed and constructed with sufficient size, topography, green space, hardscape, natural features and amenities for non-exclusive, general public use that provides for recreation, relaxation, and fosters social interaction. Examples of public open space areas consistent with this definition in the village growth area would include parks, greens, plazas/squares, community gardens, trail systems, and recreation areas. Site improvements vary based on the intended uses, but typically will include landscaping, sidewalks and bike paths, trails, benches, picnic tables, playground equipment, sculpture and other art installations, gazebos, etc.

New section within Section 5.22 (Village Area Design Standards)

Public Open Space Standards:

Applicability

Public open space is needed to address the impacts of larger development projects – particularly to fully address the purpose of the village growth area outlined in section 3.1 as well as the vision expressed in the Town Plan (goal 3.3 and action item 3.3.1). Public open space as defined in section 10.1 shall be provided in development projects with 10 or more new residential dwelling units (or equivalent for congregate care), or 6,000 square feet or more of new non-residential space. Although the provision of public open space to coincide with appropriate Official Map elements is encouraged, the requirements of this section may be satisfied in locations not identified on the Official Map. The provision of public open space is not meant to preclude the provision of private open spaces, the use of which may be limited to specific individuals or groups.

Size & Location

Plans for public open space shall be reviewed and approved by the DRB as part of the review of the project and shall be of a type, design, size, and location to support and facilitate community use and enjoyment. The type and design of the public open space shall have a nexus to the nature of the proposed development. The necessary size will vary depending on the intended use, the nature of the development and surrounding neighborhood, and the proximity of other public spaces. The necessary size shall be roughly proportional to the nature and extent of the proposed project and its impacts, using the following minimum guidelines:

Residential Development: 200 square feet per dwelling unit¹

Nonresidential Development³:

<u>Building Floor Area² (sq. ft.)</u>	<u>Minimum public open space (sq. ft.)</u>
6,000 – 13,500	2,000 sq. ft.
13,501 – 50,000	15% of building floor area
50,001 +	the greater of 7,500 sq. ft. or 10% of building floor area

¹ Equivalent for congregate care.

² Total floor area of all floors for all non-residential space.

³ Minimum for mixed residential/non-residential projects is cumulative – e.g., a project with 100 dwelling units and 12,000 square feet of non-residential space would need a minimum of 22,000 sq. ft. of public open space (20,000 sq. ft. for the 100 dwelling units plus 2,000 sq. ft. for the 12,000 square feet of non-residential building floor area).

Public open spaces shall be designed to complement rather than duplicate the functions of other nearby public spaces, and to adequately and safely accommodate the proposed activities, meaning due consideration shall be given to sufficient dimensions, types, of walking surfaces, ground covers, seating, water features, shrub and tree planting, lighting fixtures, play structures, and other hardscape. Trails and pathways outside of the public open space area may constitute up to 30% of the minimum public open space size requirement. A 20 foot width shall be used for the purpose of calculating trail/pathway area, unless the public easement area is less, or the DRB approves an alternative width. The following improvements and infrastructure shall not count toward the minimum public open space size requirement: roads, access drives, parking areas, sidewalks and bike lanes along adjacent roads, stormwater treatment areas (e.g., detention ponds, swales/ditches, constructed wetlands, etc.), above-ground utility infrastructure (e.g., cabinets, vaults, telecommunication boxes, HVAC equipment), ground-mounted solar installations. With the exception of properly constructed trails and pathways, the following areas shall not count toward the minimum public open space size requirement: flood hazard areas, stream setback and buffer areas, steep slopes exceeding 15%, and wetlands and wetland buffer areas.

Public open spaces shall be sited in prominent locations that are: easily accessible to the general public; in close proximity to uses that either generate significant pedestrian traffic (e.g., high density residential) or attract the general public (e.g., retail, service establishment, restaurant); connected to surrounding uses and other nearby green spaces via bike/pedestrian infrastructure. With the exception of trails and pathways, public open spaces shall comply with the following:

- They shall include at least 60 feet of road frontage, unless the DRB approves a lesser amount that provides adequate access.
- The shape/configuration shall be adequate to support the intended use.
- Larger, contiguous blocks of public open space are encouraged as these tend to allow more uses than a collection of separate, smaller areas.
- Long, narrow open spaces with the smaller of the length or width less than 20% of the larger dimension are prohibited, unless approved by the DRB.

Availability

Public open space areas shall be accessible and available for public use; however, landowners may impose reasonable restrictions on the use as long as these do not nullify the intent of this requirement nor the purpose of the public open space. Examples of reasonable restrictions include, but are not limited to: specifying acceptable hours of use (e.g., dawn to dusk); prohibiting certain activities (e.g., skateboarding, motorized vehicles, etc.); addressing nuisance activity/behavior (e.g., smoking, noise levels, etc.).

Public open space may be in private ownership, to be set aside as common land, as a separate lot, or as a portion of one or more lots. For public open space in private ownership, maintenance of the space and its improvements shall be the responsibility of the landowner unless there is an agreement with the Town to provide maintenance and upkeep. Public open space may be offered to the Town via an irrevocable offer of dedication (e.g., easement or fee title ownership); however, acceptance of property is the purview of the Select Board.

Features/Amenities

Public open spaces shall include:

- Landscaping, hardscaping, artwork, and structures (as appropriate) that provide visual interest and encourage public use.
- Shade trees (in addition to street trees) to provide summer shade and vertical differentiation.
- Sidewalks or paths to facilitate easy access within the space.
- Bike storage – e.g., bike racks, bike lockers, etc.
- Outdoor seating sufficient in type and quantity for the intended use.

Above-ground utility infrastructure (e.g., cabinets, vaults, telecommunication boxes, HVAC equipment) shall be placed at the perimeter of the public open space to the greatest extent possible and shall be well-screened. Such utility infrastructure placed within or immediately adjacent to public open space areas shall be well-screened with year-round vegetation (e.g., evergreen) or fencing, or it shall be visually enhanced to serve as public art.

Off-site Allowance

With the exception of connecting trails and pathways, the required public open space shall be provided within the project area. However, to ensure flexibility for both the Town and the applicant, the DRB, at its sole discretion, may allow required public open space to be provided outside of the project area. Public open space provided outside the project area shall be sited within or immediately adjacent to the village growth area zoning districts, and the same design standards listed above shall apply. An applicant proposing public open space outside of the project area shall demonstrate control or ownership of the off-site area by submitting draft legal documents (easement deeds, warranty deeds, agreements, etc.) with the request for an off-site allowance.

Contribution Alternative

In lieu of providing all of the public open space as required by these regulations, the DRB, at its sole discretion, may allow an applicant to contribute to a suitable Town-managed fund that will be used for the creation or improvement of public open space in the village growth area. The contribution amount shall be no less than \$10 per square foot of the minimum required public open space that is not being provided within the project area (see below for examples). In such cases, the applicant shall demonstrate the following:

- Providing the required public open space would materially affect the ability of the project applicant to develop the site in a manner consistent with the Town's land use regulations, particularly the village growth area purpose outlined in section 3.1.
- The project's occupants will have access to other public open space areas within one half-mile of the project site.
- For projects on one or more parcels that total 10 acres or more, at least 50% of the minimum required public open space is being created within the project site.

NOTE -
recommend
that the
Select Board
create a
suitable fund

Calculation examples

(note – one acre equals 43,560 square feet)

Project A: Two acres; 12 dwelling units; 3,000 sq ft non-residential floor area

12 units x 200 = 2,400 sq ft open space; 3,000 sq ft non-resid = 0 open space
Minimum public open space = 2,400 sq ft

Contribution Alternative:

Minimum on-site open space = 0

Minimum contribution = \$24,000 (2,400 sq ft x \$10/sq ft)

Project B: 20 acres; 60 dwelling units; 10,000 sq ft non-residential floor area
60 units x 200 = 12,000 sq ft open space; 10,000 sq ft non-resid = 2,000 sq ft open space
Minimum public open space = 14,000 sq ft

Contribution Alternative:

Minimum on-site open space = 7,000 sq ft

Minimum contribution = \$70,000 (7,000 sq ft x \$10/sq ft)

Project C: 40 acres; 100 dwelling units; 20,000 sq ft non-residential floor area
100 units x 200 = 20,000 sq ft; 20,000 sq ft non-resid = 3,000 sq ft
Minimum public open space = 23,000 sq ft

Contribution Alternative:

Minimum on-site open space = 11,500 sq ft

Minimum contribution = \$115,000 (11,500 sq ft x \$10/sq ft)