

**Town of Hinesburg  
Planning Commission  
April 10, 2019  
Approved April 24, 2019**

Members Present: Maggie Gordon, Rolf Kielman, Joe Iadanza, Marie Gardner, James Donegan, John Kiedaisch, Barbara Forauer, Dennis Place

Members Absent: Jeff French

Public Present: None

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

Maggie G. chaired the meeting, which was called to order at 7:03 PM.

**Agenda Changes:** None.

**Public Comments for Non-Agenda Items:** None.

**Revisions to Official Map and Zoning Regulations:**

Maggie G. proposed looking at five things to discuss (sidewalk on Mechanicsville Rd., road width, Farmall trail, riparian buffers/trails/parks, additional comments on lot 15).

1) sidewalk east side Mechanicsville Rd.: Barbara F. remembered that it was planned for the east side originally, but feels it makes more sense on the west side, and suggested adding crosswalks at Mulberry Ln. and where cut to Quinn property is, and removing the northern part of the crosswalk. Joe I. suggested adding crosswalks at Cemetery and Hawk Ln. John K. asked about keeping the sidewalk from Mulberry Ln. north to Quinn property. James D. suggested taking the sidewalk off from the four corners down to Quinn property (leave it from the Quinn Property to the south). Alex W. thought that the design/zoning standards would require a sidewalk along the frontage anyways. If removed, it would therefore only mean that the town can't claim that area as a place for a future community facility. John K. mentioned crosswalks: Alex W. said because the town owns the road, we wouldn't have a problem putting one in. But for planning purposes, it is good to see the connections and not have gaps. Marie G. felt having sidewalks on both sides of the road is overdoing it; if we put in crosswalks and already have sidewalk on the other side, we are covered. Dennis P. asked about development on the west side of Mechanicsville; Alex W. replied there is limited potential, with more potential on the western hill (access off CVU Rd). John K. mentioned having sidewalks on both sides is crucial on Main St. Alex W. showed the regulations: in RR1, sidewalks are at the discretion of the DRB. Maggie G. suggested keeping the sidewalk on the map up to edge of Quinn property, and taking off north of there. Dennis P. asked about

sidewalk from Mulberry Ln. to Hawk Ln. (stream here); town would be on the hook for this. Rolf K. suggested leaving it from the north edge of the Quinn property, as there could be a unique path there. He would leave the sidewalk south of Hayes' property with flexibility. All agreed to leave from edge of Quinn property south to Mulberry.

Road widths: Mike Buscher's comments on numbers 11-16. Discussion ensued about widths at Farmall Dr. Joe I. mentioned you want to prescribe walkable/bikeable area (not just traffic). Marie G. said you can't make it wider after development, so it should be wide enough. Maggie G. said the wider it is, the faster the traffic, and she felt 50 ft. wide is too wide. John K. said for dead-end/cul-de-sac roads, the Commission could prescribe a particular cross-section, that's different for different types of road. Alex W. replied that the Commission would be doing this with new streetscape design standards. Alex W. clarified that the Official Map is just asking enough room for all this to happen; the Commission wanted more detail, which Alex added, but Mike B. felt this was too prescriptive. Alex W. suggested we could back off the description here (instead add language about function, with possible features instead of prescriptive details). All agreed to have Alex revise as described.

Farmall trail: Suggestion of removing a short section of trail and modifying the map to reflect current use conditions. Alex W. said the current wet conditions might change in the future given development/stormwater pond. Lenore B. suggested leaving this section, and acknowledging current sections of trail along Patrick Brook (south side). Barbara F. said a boardwalk may be solution for wet area. James D. asked about trail Mike Loner was discussing. It wrapped south of condos on Farmall Dr., went down to LaPlatte, but was never maintained by the association or town. The Commission discussed showing the section (VAST) trail; should it be on trails map and not on official map? This could be a winter-only trail. Most felt Erik Engstrom stated his case well, but didn't feel this should be added as an official map element. Maggie G. suggested we look at stream buffer map (100 foot setback on Patrick Brook); as a member of the public commented, we could feasibly add a trail next to every stream. Alex W. replied that much of the year this type of trail in the stream setback is fine, but some months you can't walk on it. John K. asked what would happen if they don't add the red line there; Alex W. replied that if the developer wanted to add a stormwater pond right there, they could, and the trail would be broken. Marie G. didn't feel the trail under discussion would change in the life of the map. Alex W. said if the developer put a stormwater pond in this area, putting it on the Official Map would require them to put a path over it. All agreed to put it on the Official Map, and to keep the original section under discussion as well (though wet now).

Maggie G. suggested discussing lot 15 again, but delaying to a future meeting.

John K. brought up issues of a park at the intersection by Texas Hill Rd. Marie G. said the landowner who commented knew about trailer park when she purchased her home, and her home is set back a ways, and any improvement we are discussing here would not devalue her home. James D. commented this park won't be out of the way, so maybe there will be less chance of vandalism. Joe I. said crosswalks would need to go across here. This would address many town issues (sidewalk, safety of

intersection, park). Dennis P. said trailer park has space for a park on the trailer park property, and it seems unsafe to have it near the road. Alex W. noted that a future study should find landownership here. No changes made.

John K. brought up safety on Richmond Rd.; all agreed that is why the Richmond Rd. sidewalk is on the Official Map. The Commission has done as much as they can do in this process.

John K. brought up interference in back yards due to lots on top of NRG. This element (#33) sticks into where NRG's development shows houses. Alex W. clarified that this adjusted #33 has dealt with that issue. Other comments about privacy from houses along CVU Road are difficult to deal with.

There was concern about town roads around the Cheeseplant (south side 20, 18 that cut through west side of property). Landowners are concerned with road connection through property (18, that would bisect property). There was also concern also about making 20 a public road (sight lines, etc.). All felt it remains in the village's and town's best interest to keep this on the map. No change.

John K. said the Rec Committee was concerned with long-term maintenance costs, and he explained this is a planning tool. Alex W. said many comments were received in both directions. Joe I. suggested planning conservatively, because you can't add more space after it is built. Rolf K. mentioned that he agrees with Joe I. The bone of contention is lot 15; maintenance and costs are a good concern, but it won't happen if not designated. Alex W. said the comments the Commission received were along the lines that this is 2 to 3 times what we can afford to maintain. Because of that, we should cut lot 15 and maybe more off the map. Maggie G. replied that the Commission's planning process is that they think big and long down the line. Alex W. agreed we should plan big and shrink if needed. Alex W. said some people suggested an economic analysis to determine how many more town staff would be needed when the town was twice as big. This would be helpful to recommend to the Selectboard when making fiscal recommendations. Discussion ensued about how these spaces will be developed (by developer, by town, etc.) and maintained (likely by town).

#### **Minutes of March 13 & March 27 Meetings:**

Rolf K. **made a motion to approve the minutes of March 13, 2019** as written, and Joe I. **seconded the motion**; the Commission **voted 6-0**; James D. and Dennis P. abstained.

Joe I. **made a motion to approve the minutes of March 27, 2019** as written, and James D. **seconded the motion**; the Commission **voted 6-0**; Barbara F. and Dennis P. abstained.

#### **Other Business & Correspondence:**

Alex W. updated the Commission on Hinesburg Center Phase II (for the field owned by the Lyman family to the west of Kinney Drugs). They originally got approval in 2016 for sketch plan. In preliminary, it was

denied because there was not enough water. In a 2017 sketch plan approval, they proposed a smaller first phase. They received their water allocation for that portion of the development. Instead of progressing to the next phase (preliminary plat review), they have changed the plans, so now they are back to sketch plan review.

The meeting adjourned at 8:59 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.

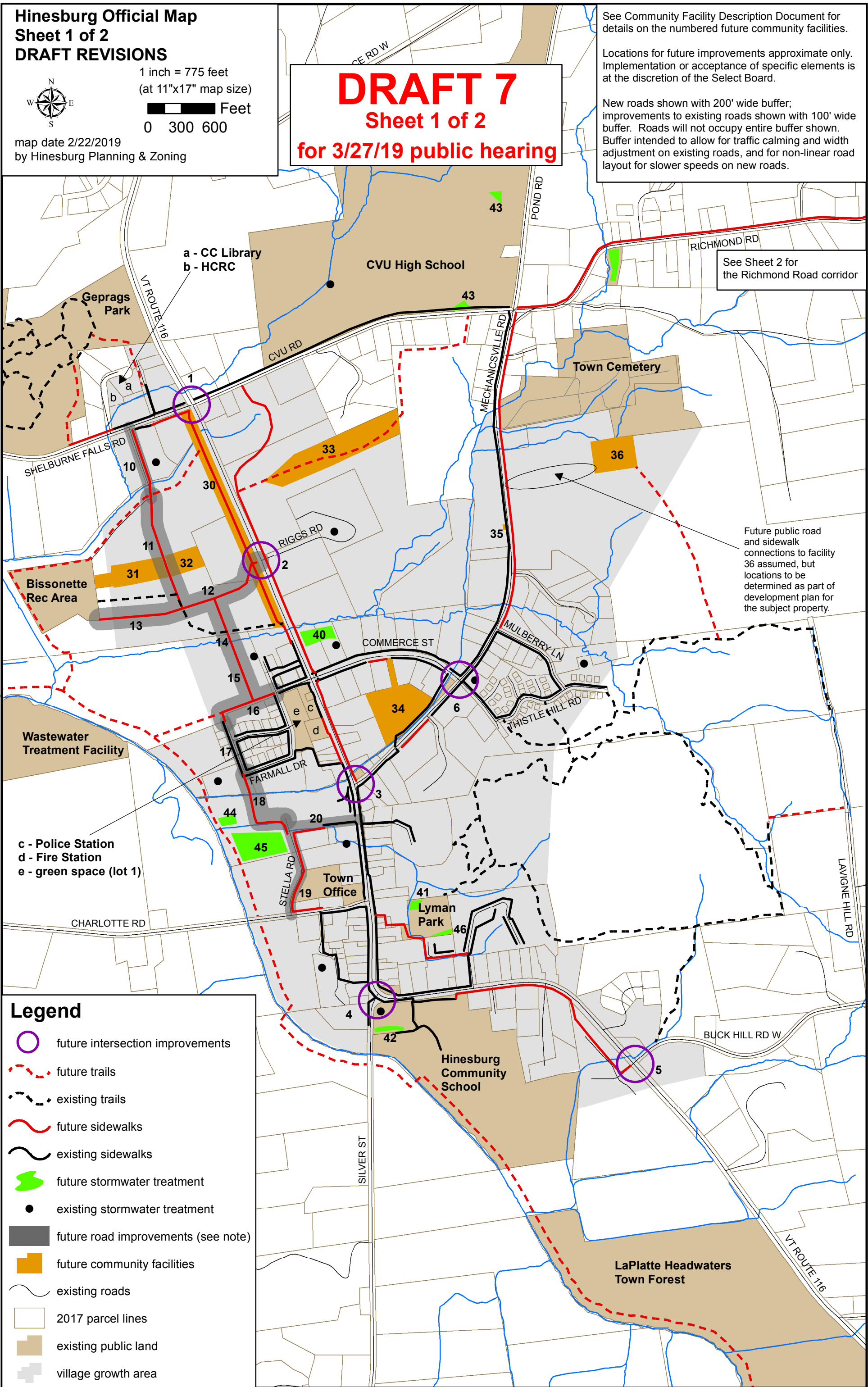
New roads shown with 200' wide buffer; improvements to existing roads shown with 100' wide buffer. Roads will not occupy entire buffer shown. Buffer intended to allow for traffic calming and width adjustment on existing roads, and for non-linear road layout for slower speeds on new roads.

See Sheet 2 for the Richmond Road corridor

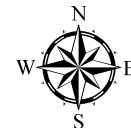
Future public road and sidewalk connections to facility 36 assumed, but locations to be determined as part of development plan for the subject property.

**Legend**

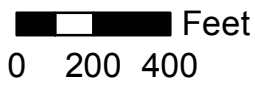
- future intersection improvements
- future trails
- existing trails
- future sidewalks
- existing sidewalks
- future stormwater treatment
- existing stormwater treatment
- future road improvements (see note)
- future community facilities
- existing roads
- 2017 parcel lines
- existing public land
-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



Hinesburg Official Map  
Sheet 2 of 2  
DRAFT REVISIONS



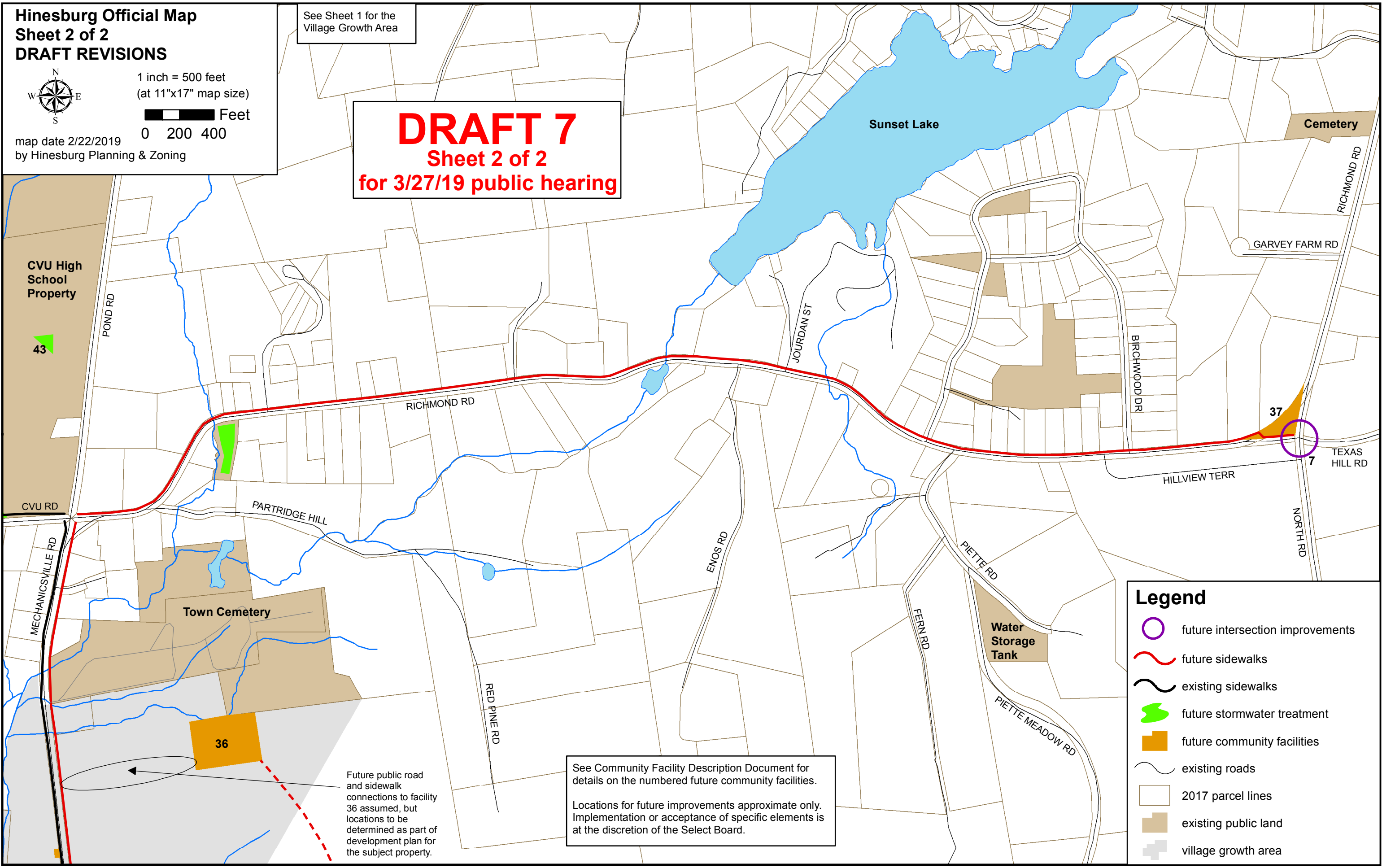
1 inch = 500 feet  
(at 11"x17" map size)



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



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**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

## 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.