

**Town of Hinesburg  
Planning Commission  
May 8, 2019  
Approved June 12, 2019**

Members Present: Maggie Gordon, Joe Iadanza, Barbara Forauer, Rolf Kielman

Members Absent: James Donegan, Jeff French, Marie Gardner, John Kiedaisch, Dennis Place

Also Present: Alex Weinhagen (Director of Planning & Zoning)

Maggie G. chaired the meeting, which was called to order at 7:10 PM.

**Agenda Changes:** The order of the agenda was revised to put other business and correspondence first, since there was not a quorum of Planning Commissioners – i.e., in the hopes that other Commissioners would arrive later.

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

**Other Business & Correspondence:**

Alex W. noted that the Town of Shelburne Planning Commission is holding a public hearing on May 23 to consider some zoning revisions. He said that the particulars are available on the Dropbox site.

Alex W. provided an update on the water/wastewater allocation recommendations, which were presented to the Select Board at their May 6 meeting. The Select Board briefly discussed the Allocation Committee's recommendations, and requested a one-page summary outlining next steps and a time line. Alex W. said that if the Select Board moves forward with the proposal, the Planning Commission would be involved via a zoning regulation revision, and that this project might be ready to begin in mid to late summer.

Alex W. provided an update on the Energy Committee's work to update the energy chapter of the Town Plan. The committee is working on this with staff from the regional planning commission (CCRPC). The CCRPC is providing assistance to several towns to create energy plans that better address the State's energy goals and planning. One of the principal benefits of this is for the Town to garner energy plan approval, such that recommendations in the Town Plan would receive greater deference when renewable energy facilities (e.g., solar and wind facilities) are reviewed by the State Public Utility Commission (PUC). Currently the PUC must give "due consideration" to Town Plan provisions, but once a local energy plan is approved, the legal standard is elevated, and the PUC must give "substantial deference" to Town Plan provisions. Alex W. said that the Energy Committee hopes to complete a

revised draft of the energy chapter in June/July, so this might be ready for Planning Commission consideration in mid-summer.

Alex W. noted that at their May 6 meeting, the Select Board discussed the possible need for local ambulance service. He noted that Saint Michael's Rescue is the primary ambulance company serving Hinesburg, and they have informed the Town that they will no longer be able to serve Hinesburg as of June 2020. The Fire Chief (Al Barber) feels a local ambulance service makes sense, and that planning should begin for the service and the infrastructure to support it (e.g., ambulances, expanded fire station). Alex W. said that the Select Board is forming a committee to review options and costs, and to make recommendations on how to proceed.

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

Maggie G. said that her hope was to finish the discussion at tonight's meeting. However, given the lack of a quorum at tonight's meeting, there couldn't be a vote to forward the Official Map revisions and Zoning Regulation revisions to the Select Board. The Commissioners present decided to have discussion anyway, particularly with regard to the comments that John Kiedaisch forwarded.

John Kiedaisch's first comment was a suggestion to extend the future sidewalk on the east side of Mechanicsville Road all the way to the entrance to the Town Cemetery. Per the public comments and Commission discussion in April, the revised Official Map (Draft 8; 5/3/19) only showed a future sidewalk extending from the Quinn Estate property south to Mulberry Lane. Barbara F. said she didn't feel good about extending the sidewalk across the frontage of the property at 674 Mechanicsville Road because the house is so close to the road. Rolf K. said he agreed with John's suggestion, but that he also felt the sidewalk could be difficult here, and he wondered if there weren't other options for pedestrian connectivity. The group viewed aerial images and Google Street View images to get a better sense of the constraints. The group discussed whether it was wise to plan for sidewalks on the east side of Mechanicsville Road at all, versus relying on the existing sidewalk on the west side, and simply adding three crosswalks: at the Town Cemetery entrance; at the entrance to future development on the Quinn Estate property; at Hawk Lane. Joe I. felt that we should definitely plan for these crosswalks regardless of whether the map shows a future sidewalk on the east side of the road. Rolf K. thought it made sense to show the future sidewalk to convey the Town's intent for pedestrian access and connectivity, even if the ultimate solution was something other than a road-aligned sidewalk. The group agreed that this would need to be settled when more Commissioners were present.

Another comment by John Kiedaisch focused on community facility #36 – a future park shown on the east side of Mechanicsville Road, on the Quinn Estate property. Alex W. explained that he had increased the size of this facility per the discussion at the April 24 meeting – i.e., shrink the size of facility #34 on Commerce Street, and increase facility #36 to make up the difference. Facility #34 was reduced by 2.6 acres (from 4.8 to 2.2 acres), but facility #36 was increased by 4.6 acres (from 2.5 acres to 7.1 acres). He explained that he made facility #36 a bit larger than originally anticipated to reflect the topographic

features on the site. He reviewed the site on screen using aerial photography, contour lines, steep slopes, etc. He explained that the revised facility #36 contained about 3.0 acres of land on the edge of the meadow that could be suitable for typical park improvements. The remainder of the park includes a significant hill, the summit for which is actually on the adjacent Town Cemetery property. Given the steep slopes along this hill, Alex W. said he extended the park a bit farther to the east so that it would include an area of more reasonable slopes to allow for a connection (future trail or road) to the Town Cemetery property. This is why facility #36 is a bit larger than expected.

Joe I. said he wasn't sure the park needed to be this large, and that a simple trail connection to the cemetery was all that was needed – i.e., not a wider connection for a road. He suggested reducing the eastern extent of what was depicted. The group also discussed the possibility of a trail connection on the west side of the hill, between the steep slopes and the stream. Joe I. pointed out that it looked possible to make this connection largely on the same contour in order to avoid the steep slopes. If that were possible, then the eastern extent of the park could be substantially reduced.

The group discussed visiting the Town Cemetery portion of this area to get a better feel for the possible connections. Alex W. said that he would distribute a map, and encourage Commissioners to walk on the Town-owned property (via the Cemetery) to get a feel for the area north of facility 36. He said that he will reach out to the executor of the Quinn Estate to discuss this and get feedback. He noted that a letter was sent to the executor in October about the Official Map changes, but that no response was received.

Alex W. noted that John Kiedaisch's other comment was about a note on the plan relative to a future trail north of Farmall Drive. Barbara F. suggested eliminating the last portion of the sentence that referred to the developer's plan.

Maggie G. said that further discussion would be needed with more Commissioners, and that this would be scheduled for the June 12 meeting, since the next meeting on May 22 is already scheduled with guest speakers.

**Minutes of April 10 Meeting:**

Tabled for the next meeting.

The meeting adjourned at 8:30 PM.

Respectfully submitted,

Alex Weinhagen, Director of Planning & Zoning

Hinesburg Official Map  
Sheet 1 of 2  
DRAFT REVISIONS



map date 5/3/2019  
by Hinesburg Planning & Zoning

1 inch = 775 feet  
(at 11"x17" map size)  
0 300 600 Feet

**DRAFT 8**  
Sheet 1 of 2

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.

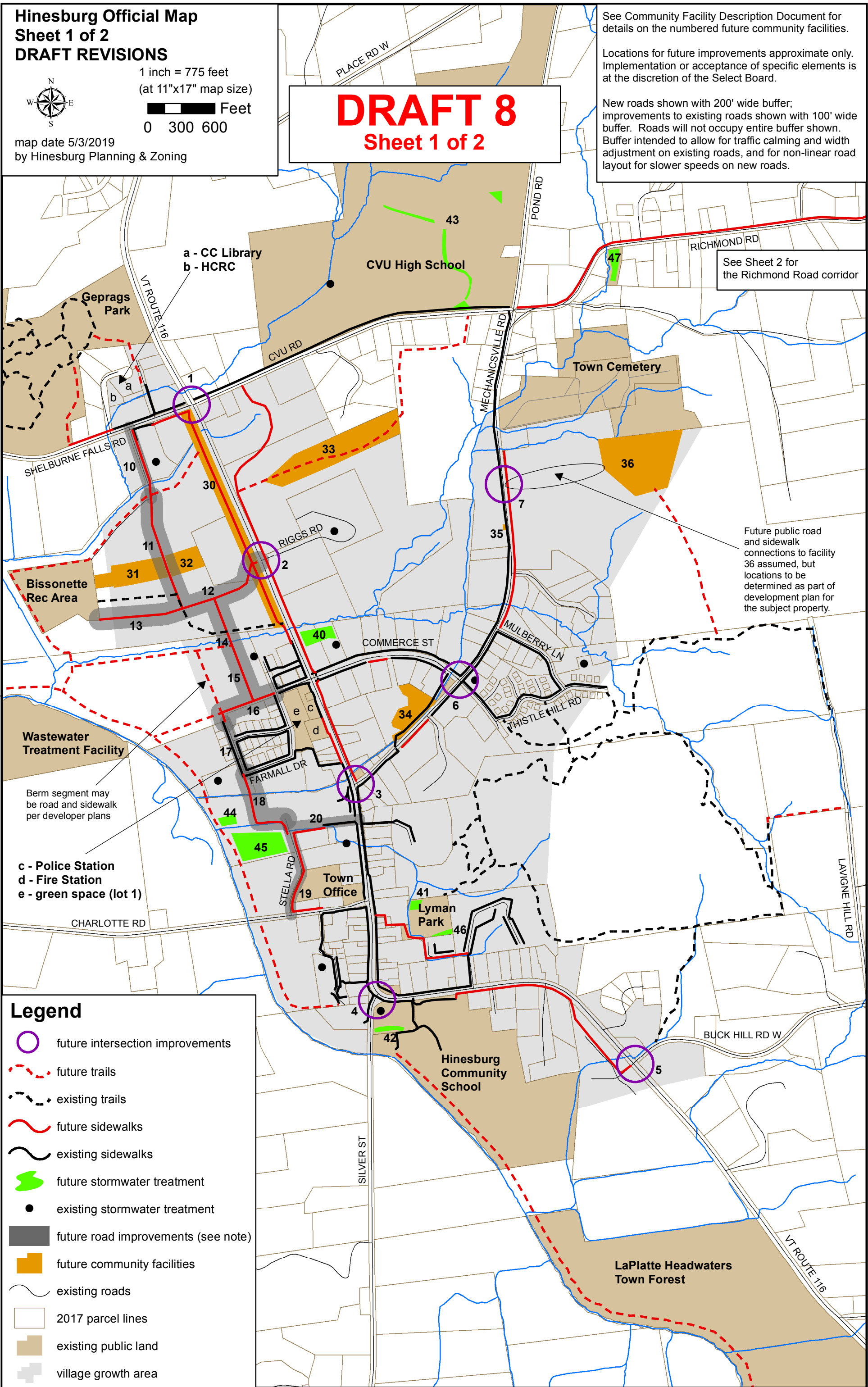
New roads shown with 200' wide buffer; improvements to existing roads shown with 100' wide buffer. Roads will not occupy entire buffer shown. Buffer intended to allow for traffic calming and width adjustment on existing roads, and for non-linear road layout for slower speeds on new roads.

See Sheet 2 for the Richmond Road corridor

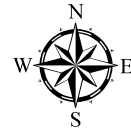
Future public road and sidewalk connections to facility 36 assumed, but locations to be determined as part of development plan for the subject property.

**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



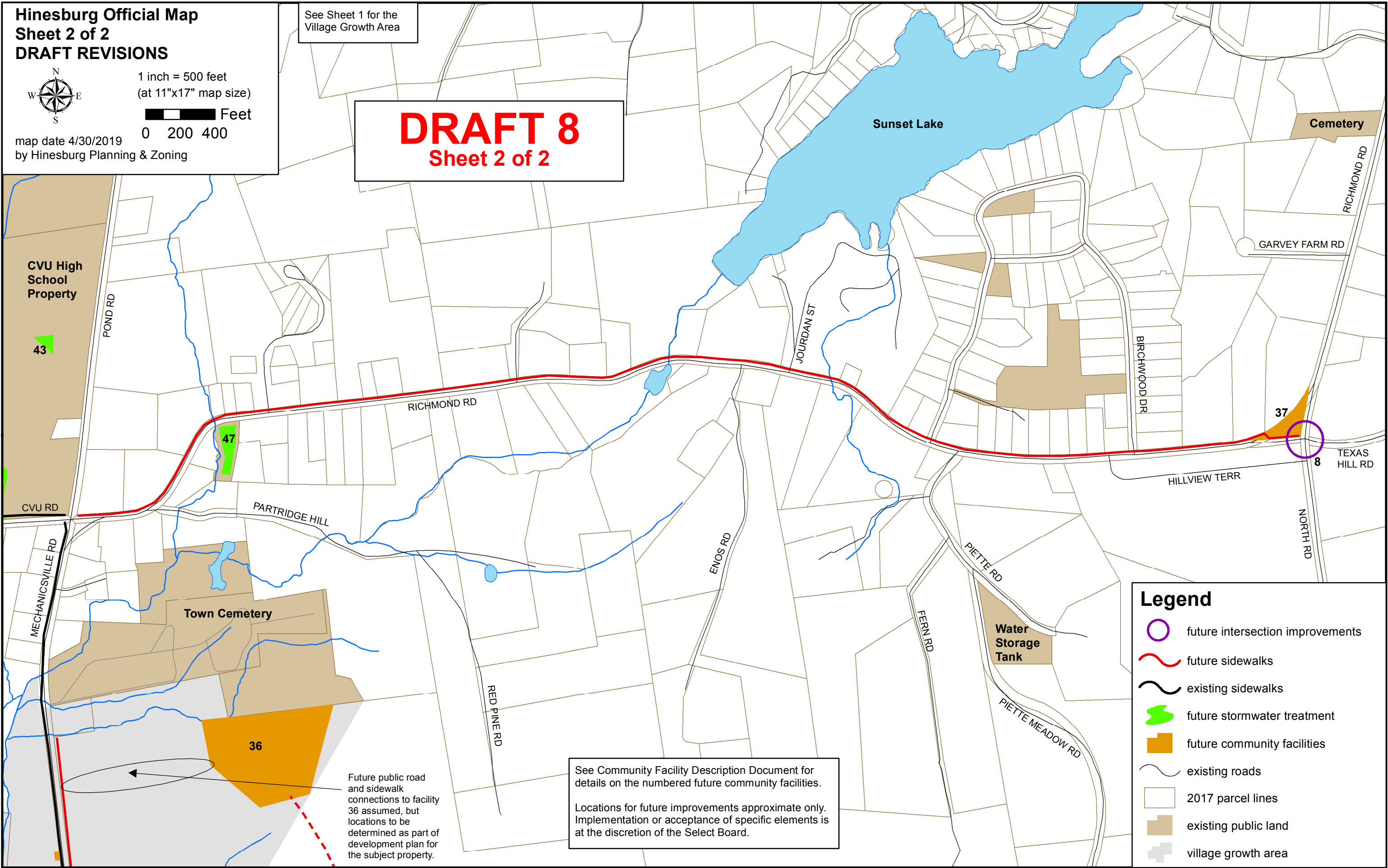
1 inch = 500 feet  
(at 11"x17" map size)

0 200 400 Feet

map date 4/30/2019  
by Hinesburg Planning & Zoning

See Sheet 1 for the  
Village Growth Area

**DRAFT 8**  
Sheet 2 of 2



- 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

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## Official Map - Community Facility Descriptions

DRAFT 5 – 5/3/19 – Track Changes from draft 4 (3/27/19 public hearing draft)

### 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 – Mechanicsville Road mid-block crosswalk** – No project specific studies to date. Crosswalk (likely with rapid flashing beacon) at future intersection coincident with future road to access development on east side of Mechanicsville Road and community facility #36.

**87 – 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~~ non-linear road layout to help reduce vehicle speeds.*

Important functions for both new roads and improvements to existing roads include: bike and pedestrian access and safety, streetscape features and traffic calming, traffic volume accommodation, and on-street parking. Specific improvements to be determined for each road segment, but may include: width appropriate for on-street parking; street trees; sidewalks; bicycle accommodation (e.g., in-road shared use, multi-use bike/pedestrian pathway, etc.); traffic calming to favor bike/pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, non-linear road layout, etc.). Special considerations for particular road segments are noted below.

**10 – Haystack Road Improvement** – From Shelburne Falls Road to south of stream. Improve existing road to address functions listed above. Specific improvements needed include, but are not limited to: street trees, additional sidewalk, and bicycle accommodation. ~~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. Narrower overall span of road and related improvements in the stream buffer and flood hazard area to reduce impacts on Patrick Brook. Specific elements needed along this section of new road include, but are not

limited to: street trees, sidewalk (likely on just one side), bicycle accommodation. ~~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 to address functions listed above; however, balance these with the need to maintain the existing neighborhood and street design. Specific elements include, but are not limited to: ~~Improve existing road:~~ retain existing 24' width; prohibit on-street parking; add a crosswalk ~~to at~~ 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. Narrower overall span of road and related improvements in the stream buffer and flood hazard area to reduce impacts on the Canal and the LaPlatte River. Specific elements needed along this section of new road include, but are not limited to: street trees, sidewalk (likely on just one side), bicycle accommodation. ~~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 to address functions listed above. Specific improvements needed include, but are not limited to: street trees, sidewalk (likely on just one side), and bicycle accommodation. ~~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).~~ Improve existing road to address functions listed above. Specific improvements needed include, but are not limited to: 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 from Stella Road). 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 5.05.20 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 2.552.66 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 1.381.44 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 2.826.27 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 4.82.19 acres)** - A mix of community facilities and wetland preservation/enhancement. Park amenities to include walkways, gathering spaces, playground, recreation court space, open air theater, along with wetland preservation. See the Lot 15 Committee's January 3, 2012 analysis report for details on some of these possible community uses (excluding civic building and associated parking). Area identified is roughly based on areas 3,4,5 from the Lot 15 Committee report with adjustments made based on wetland delineations done in 2009, 2010, 2011 by VHB for a Hannaford supermarket development proposal. Narrow western extensions of the wetland area excluded. This community facility was delineated in part to leave the most developable portions of this property (roughly areas 1 & 2 from the Lot 15 Committee report) available for private development. — 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 ~~2.557.11~~ 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 Based largely on:~~ 2015 Feasibility Study by VHB and Milone & MacBroom – Opportunities to Manage Transportation –Related Stormwater Runoff; planned improvements at CVU per 4/18/19 site visit with Kurt Proulx (property services manager); and Planning Commission discussions.

**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~~treatment areas** – Various CVU stormwater detention and treatment improvement areas: Between CVU recreation fields and along and downslope of upper parking lot, at bottom of slope below the track next to parking lot, along large drainage swale/ditch running from upper fields to and around baseball field, at drainage discharge point near CVU Road. 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.

DRAFT