

**Town of Hinesburg
Planning Commission
November 28, 2018
Approved December 12, 2018**

Members Present: Rolf Kielman, James Donegan, Marie Gardner, Joe Iadanza, John Kiedaisch

Members Absent: Maggie Gordon, Dennis Place, Jeff French, Barbara Forauer

Public Present: Kyle Bostwick

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

Joe I. chaired the meeting, which was called to order at 7:07 PM.

Agenda changes:

Alex W. would like to add Act 250 permit amendment under other business, an electric vehicle charger grant application, and the Regional Planning Commission work plan for next year.

Public Comments for Non-Agenda Items: None.

Official Map Revisions:

Alex W. stated there were no new public comments since last meeting.

Kyle B. asked for a summary of changes they would see based on public comment. Alex W. replied he will make some changes to the map based on the Commission's feedback at last meeting (in Nov. 14 meeting minutes). This is the fourth meeting they've been discussing and ready to receive public comment. They've received comments from Peter Erb, Lenore Budd, Nathan Fry, Ute Talley, and Teresa Celemin. Kyle B. asked if they will be reflected in changes. Alex W. said Lenore's would, Teresa's would not, Peter Erb's may still be in play, Nathan Fry's comments were re: green space, Ute Talley's comments re: road are on the docket for tonight. John K. mentioned that there were other comments received during the Oct. 24 meeting from Kate Webster re: road connection.

Rolf K. summarized his comments, which were that we could be sympathetic to Creekside residents' apprehension about the road connection from Charlotte Rd to Shelburne Falls Rd. We often assume that larger urban areas have problems that don't come to us. A bypass road near where he grew up was originally 2-lane, now 20-lane, and is always full. Is this what we want to be doing? He also commented on the fact that this is prioritizing movement by automobile. How do we proactively change this trend? Let's think about not facilitating the movement of cars; perhaps traffic jams are exactly what we need.

Let's prioritize other methods of movement – bicycles, etc. Most urban areas are throwing these things (bypass highways) in the can. Are we on the right track? Discussion ensued about the Farrell Dr. area: it is used as a cut through, but Alex W. pointed out it is safe for pedestrians, and Joe I. commented you know it is a populated area based on tall buildings.

Kyle B. asked about the Shelburne-Charlotte Rd. connection: we want connectivity but not the easiest path – trees, curbs, stop signs, one-ways, etc. should be prevalent. He felt the Creekside street should have been made wider. Joe I. pointed out that at the time we had no Official Map. Rolf K. asked, and Alex W. replied they are 24' wide. Kyle B. pointed out that with people parking on each side of the street, you are essentially blocking the street. Alex W. said they would be wider if there was designated on-street parking (but there is not).

John K. confirmed that if you build a road, it will draw traffic, not relieve traffic effectively. He added that networks are important, but not straight shots through neighborhoods. We already have several turns to make; perhaps we could have the leg only going to east (not west from Creekside). Maybe a connection continued from behind fire station? Also, landscaping and stop signs, narrow spots, speed bumps. Alex W. clarified what area John K. was pointing out; Joe I. and Kyle B. felt you would just be moving traffic from one area of the neighborhood to another.

James D. suggested a connection from behind the storage facility to the area where Hinesburgh Public House employees park, then around the Cheeseplant parking area out to Stella Rd. It may be an asset for storage facility, as well as the Cheeseplant property. Alex W. suggested it would be problematic to get across the canal there (which is deep there), and getting through tight areas between buildings. In addition, the town already owns the area west of the Cheeseplant, and the connection to Farmall. The commission asked about the area south of Creekside (is it wet)? The association of four houses in Creekside owns all the way down to the brook there.

Joe I. said it is important to reserve some right of way, whether vehicular or not. Hopefully northern and southern sections of this connection are less controversial. Alex W. said it is important to have the Cheeseplant on the official map, so if they develop further, they would need to accommodate road and sidewalk. Joe I. suggested any road connections be required to be pedestrian friendly with queues for traffic. Perhaps using wording that would reserve the space for road + sidewalk, but also allow it to be just pedestrian or one-way traffic would be useful.

Rolf K. said we don't want this to get lost. That neighborhood will always be vocal about what moves through there. Alex W. said if they want to keep the road, the easiest way to address it is to use a letter or note that clarifies what is and what it is not supposed to be. Joe I. said this is important along whole corridor, and others agreed. All agreed it was not supposed to be a highway. John K. suggested using some notation (like the numbered intersections) to note other things – lighting, crosswalks, etc. Alex W. said it is particularly important at this location due to through traffic, etc.

John K. said we don't want narrow roads in other locations, so we should talk about them in this map; Joe I. disagreed, not all narrow roads are bad (will slow people down). Marie G. stated in Creekside no one thought about connectivity, and she agreed with John K. Joe I. asked what town's interest is in the road network, say on the Quinn property; John K. stated the town might eventually own the roads. Alex W. said road widths and whether there is on-street parking are typically figured out at the DRB process based on Selectboard definition of parameters (we don't often do it this far in advance). John K. didn't see why Planning Commission shouldn't do it instead of the Selectboard. Alex W. replied they could, but not in the Official Map (could be in revised Road Standards).

Joe I. felt it was ok to state road width on the Official Map. Rolf K. asked if there is a hierarchy of vehicular/pedestrian traffic here. He didn't think we have that level of specificity; if we did, we could use it to establish how it plays out in the village growth area. Alex W. said the Commission had discussed in the past developing these standards part of design standards; he recommended keeping general words on the official map, but not making it a large document. John K. said it is important for the Planning Commission to participate in developing road standards.

Joe I. suggested we annotate these roads and list what the expectations are for the connection. He would suggest breaking it up into 3 or 4 sections. Most will be sinuous, traffic-calming, pedestrian friendly. Most segments suggested for pedestrian and vehicle. From Commerce to Cheeseplant, it could be both or just pedestrian. John K. would also like to clarify the segments from east-west to Rec Fields. Alex W. said he'd be happy to take a crack at it. Alex W. asked Kyle B. what he thought about this approach. Kyle B. said he would personally not like to see the road at all, but he will agree to it for the greater good; but if you make it easy it will become a high-speed bypass with rolling stops through a residential neighborhood. He'd like to see it made difficult/unappealing to get through. John K. said we have two watercourses to cross. Alex W. said there are data about these crossings; it would be a 7' box culvert to cross Patrick Brook based on modeling, he would assume similar but smaller to cross canal. Joe I. asked about the culvert under Route 116; Alex W. said it is somewhat undersized (7' instead of 8').

Discussion ensued about where the segments of road should be.

John K. asked why gray markings don't continue all the way to Shelburne Falls Rd. Alex W. said it is because it is already built. John K. said the property to the west is not developed yet, so we could extend the gray markings to Shelburne Falls Rd. so we could specify landscaping, traffic calming, etc. Alex W. said he could extend it, but would then also recommend extending it through Creekside. He didn't want to give property owners the wrong idea (that the town would like to buy the property if they develop it). Joe I. said it is better to be specific. Alex W. suggested he could add a special segment to these already-developed areas to clarify.

Joe I. asked Rolf K. about his comments re: lot 15; Rolf K. felt we were being detailed enough and didn't need further discussion.

John K. mentioned a meeting tomorrow about lot 15 options based on Lot 15 Committee's work; would like to see Planning Commission members there. Alex W. said John K. could report back on good ideas re: lot 15 on official map.

Marie G. asked if letters on map also include municipal facilities. She suggested that the Town Hall building is not as useful as it used to be; perhaps we should be planning for more room for staff somewhere in the village. Others agreed.

Kyle B. left the meeting.

Village Area Public Open Space Design Standards:

Alex W. stated that there was some discussion at the last meeting about the opt-out provision. He had suggested perhaps changing the 10-acre lot provision to be smaller, and requested more feedback.

John K. said in the criteria we set at bottom of p. 1 (200 sq. ft.), he'd like to be more objective about why this amount of space is what we are requiring. He proposed an analysis to look at these numbers; he will discuss with Alex W. about his ideas on how to collect data, identify uses and inadequacies, evaluate how much population will increase, and what will we need to meet that population. Is 200 sq. ft. justifiable? How many real estate taxes come from outside vs. inside village growth area? Do those outside town support open space in Village Growth Area? Joe I. said he's not sure he wants to break it down to dollars and cents; he benefits from having a village despite living outside the village. John K. agreed that people outside village don't use sidewalks like those in the village. Alex W. felt this analysis is more important to the Official Map (areas identified). These design standards are to ensure that developments are not just buildings & parking lots; this analysis wouldn't change these standards.

Alex W. agreed that it would make sense to justify the numbers that are appropriate. John K. felt that this analysis would make it more objective. Rolf K. felt it would be good to conceive of an imaginary structure and what open space would look like visually. Alex W. said we could do some of that. John K. also imagining the development along Mechanicsville. Discussion ensued. In summary, Alex W. said we need to run some examples and numbers, which may be in 2-4 weeks.

Minutes of November 14, 2018 Meeting:

Rolf K. and others made some minor amendments to the minutes. John K. **made a motion to approve the minutes of November 14, 2018 as amended.** James D. **seconded the motion.** The Commission **voted 5-0.**

Other Business & Correspondence:

Alex W. stated that Monkton is revising their town plan; Dec. 18 hearing.

Dec. 12 and Dec. 26 are scheduled next meetings. All agreed to cancel Dec. 26, so next meeting is Jan. 9.

Joe I. said he owed the town a write-up re: Planning Commission activities.

Town had to get Act 250 permit for highway garage redevelopment. They are now pursuing an amendment because of floodplain redevelopment. The Planning Commission was notified.

Alex W. stated the Energy Futures Group is interested in an electric vehicle charger in police station parking lot; they are applying for a grant. Selectboard discussed and signed off on the resolution form; the grant requires that PC also recommends and Joe I. signs the resolution page.

Rolf K. **made a motion to authorize Joe I. to sign the resolution form.** John K. **seconded the motion.**

John K. mentioned that the space is now in the middle of the paved area, not next to flagpole. He is not aware of any such facility that's not protected from something running into it. There were no curbs indicated. Alex W. said they are proposing bollards to protect it; it is in the grant. John K. was ok with this. The Commission **voted 5-0.**

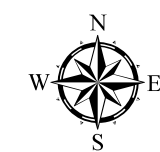
Alex W. said the Regional Planning Commission asks annually for planning projects from everyone in the county, mostly for transportation (80/20 match). Applications are due Jan. 18. The Selectboard makes this decision. Alex W. would propose a scoping study of intersection improvements at Route 116 & Riggs Rd, due to development pressure here. Another idea is the sidewalk section east side of Route 116 from Commerce St. to Mechanicsville Rd. A scoping study was done in 2006; there may be other things to think about that came up since then, and cost estimates may be inaccurate. John K. brought up form-based codes; Alex W. said we could apply if there was a transportation nexus. Alex W. clarified that this is different than state Municipal Planning Grant; John K. said the Commission may put form-based codes under that grant.

James D. **made a motion to adjourn.** The meeting adjourned at 9:08 PM.

Respectfully submitted,

Kate Kelly, Recording Secretary

Hinesburg Official Map
DRAFT REVISIONS



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

0 300 600 Feet

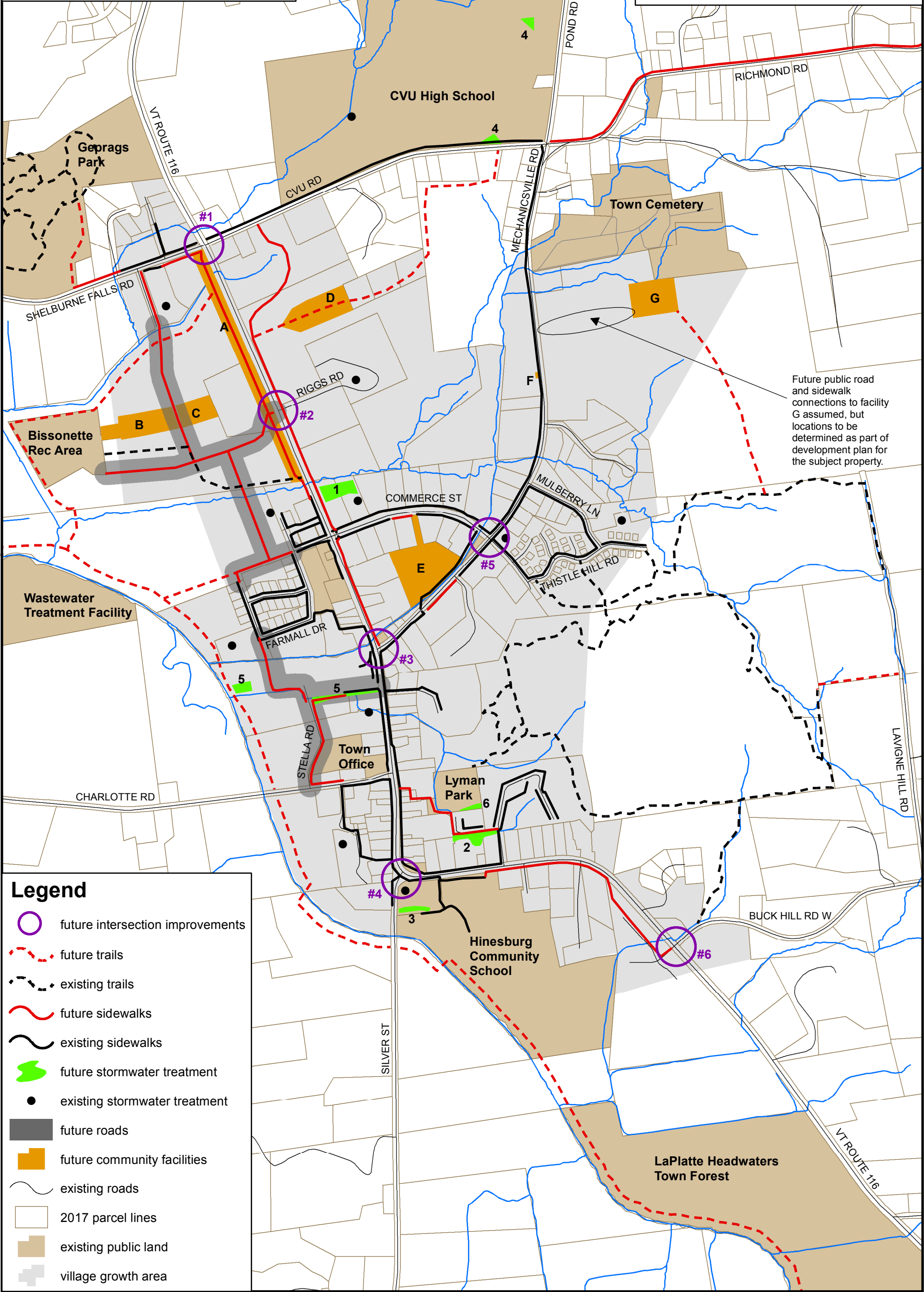
map date 9/14/2018
by Hinesburg Planning & Zoning

DRAFT 5
(for community input)

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

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

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



Legend

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

Official Map - Community Facility Descriptions

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

Future Intersection Improvements

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

#1 - Turn lanes & signal improvement

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

#2 - Roundabout or alternative

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

#3 - Restricted turning, enhanced crosswalks

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

#4 - Roundabout or alternative

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

#5 - Four-way stop or alternative

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

#6 – Roundabout, splitter island, crosswalk

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

Future Community Facilities

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

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

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

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

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

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

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

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

Future Stormwater Treatment Locations

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

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

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

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

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

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

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

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