

Summary of the March 9 Community Discussion

Nearly 50 people attended the “Village of the Future” discussion at the Deborah Rawson Memorial Library on the evening of March 9, 2005. A number of news articles reported on the meeting including:

- Burlington Free Press (3/14/05 and 3/15/05) – go to <http://www.burlingtonfreepress.com/> (search on “Underhill Flats”),
- Mountain Gazette (3/17/05 front page).

Evan Goldsmith from the Vermont Forum on Sprawl gave some background on his organization’s goals to promote “smart growth.” (See <http://www.vtsprawl.org/>.) He focused his presentation on the “Vermont Neighborhoods Project” that demonstrated how three municipalities in Addison County developed plans for village housing that could address the landowner, developer and community needs. Read more about the project and see some great drawings of the proposed village neighborhoods at: <http://www.vtsprawl.org/Initiatives/projects/tvn.htm>.

Bob Robbins from the Village Task force facilitated a discussion of audience members where hopes, concerns and ideas about the future of the village were raised. Here is a list of the issues and suggestions raised by audience members – grouped into categories:

Discussion topics and suggestions for the village planning process:

- What is the basis or motives for zoning? How does a town go about adopting suitable zoning regulations for a village?
- Address short and long-term coordination between Jericho and Underhill on matters concerning the village.
- Gain a better understanding of the type and scale of commercial and institutional uses that people would like to see in the village, including facilities for civic organizations and businesses.
- Involve teens in the planning process.
- Post an idea board in a central place where people can place sticky notes with their comments.
- Focus more outreach on village residents such as organizing a community picnic or ice cream social and door-to-door flyers.
- Want an opportunity to dream and to learn about what works and doesn’t work in other communities.

Issues that need to be studied and considered before village development is encouraged:

- Need to know sewage capacity of land and the alternative approaches to community septic systems.
- Contamination issues -- especially history of failed septic systems on west side of Route 15.
- School impacts and subsequent cost of increased housing development.
- Comparison of school transportation cost for village housing vs. housing outside village.

Community Discussion #2 on Transportation – April 27, 2005

About 40 people gathered at the Deborah Rawson Memorial Library Fireplace Room on a rainy evening on Wednesday, April 27. Bob Robbins, the facilitator for the discussion series, welcomed everyone and thanked the library for hosting the meeting. He also introduced the Underhill Flats/Riverside Village Task Force members who were present.

He noted that there has been some misunderstanding about what the Task Force is doing and not doing and explained that this group, appointed by the towns of Jericho and Underhill is involved only in organizing the community discussion series and the Environmental Assessment Study for the village. Through these projects, they are aiming to keep the conversation about the future of the village going until the next phase of the planning process. What happens and who will lead the effort for the next phase needs to be decided by the towns when we complete this process.

Mary Clark from Stone Environmental, Inc., a consulting firm that was selected to conduct the environmental assessment project, was introduced and she gave a short overview of their work. She and her team will be collecting and analyzing all available information about water supply, wastewater disposal, storm water and transportation for the village in order to come to a general understanding of the environmental issues affecting the existing village and opportunities and constraints for the future. She expects to have preliminary results completed within a couple months.

Bob then introduced the main speaker for the evening, Michael Oman, a resident of Pleasant Valley Road in Underhill with 30 years of experience as a transportation planner. In addition to work outside of Vermont, he has served as director of the Chittenden County Metropolitan Planning Organization and is now a transportation consultant.

VILLAGE TRANSPORTATION

Some highlights of Mike's presentation included the following points:

- Transportation is a “derivative” activity, i.e. it is always in service to other activities like going to work or school, shopping, etc. To understand transportation you have to know where people want or need to go.
- The life of a village is based on three legs: social, economic and environmental. Economic activity is a critical ingredient of village life.
- Two programs that have successfully addressed village life as a whole are the National Trust for Historic Preservation's Main Street (See <http://www.mainstreet.org/content.aspx?page=3§ion=2>, and the Vermont version of this program (see the Vermont Downtown and Village Center Designation Programs: <http://www.dhca.state.vt.us/DHP/programs/downtown.html>). All these center revitalization programs have a common approach that includes: community visioning (can be challenging and fun); organization – a well-represented working team (critical to success and progressively more demanding); technical studies

(relatively easy as long as you can find money to hire experts); and implementation (the most critical and difficult part – takes years).

Transportation in Village Revitalization

- The most important component of transportation in a village is the pedestrian. Pedestrians create the social and economic life of the village. Components needed to make village conducive to pedestrian life include: short walking distances (1/4 – 1/2 mile between activities), good access to activities, safety, convenience, a pleasant environment and lack of barriers. Without pedestrians, villages lack life.
- The village transportation system consists of 3 components: pedestrians, private autos and transit (public transportation).
 - Private autos are important in getting people to and from the village and are very convenient but the noise, pollution and space requirements of vehicles have a negative impact on village life.
 - Transit can serve villages more effectively than scattered development but it helps to have high density in villages to support transit.
 - Parking is actually the interface between auto and pedestrian or auto and transit modes. Parking uses up enormous amounts of space so needs to be well designed and well-sited. Parking lots must serve the needs of the pedestrian and broader village social and economic life.

Underhill Flats Transportation Issues

- Two issues that this village will need to address are Rt. 15 through the village, and a transportation system that will support village life.
- Rt. 15 splits the village between east and west and dominates the village. The negative affects of arterial highways on villages are a common problem throughout the world but new approaches are available such as “environmentally adapted through routes” that can make such routes an integral part of the village. This includes the techniques sometimes referred to as “traffic calming.” By looking at the highway corridor within the context of village transportation, sidewalks, trails, crosswalks and other pedestrian facilities can be integrated with the highway design, making it possible for pedestrians to coexist with the highway.
- The most success in promoting use of transit has been in instances where development has been planned that is oriented around transit stops. Transit can also be a major support for local area businesses and services. The Chittenden County Transportation Authority has developed a short-range transportation that would extend an express bus to Underhill Flats. (See <http://www.cctaride.org/file.php?ID=48> .) This would be linked with a new park and ride facility in the village. Any park and ride lots should be designed for pedestrians so commuters can have convenient access stores and services in the village as well as to transit.
- A study of the Route 15 corridor from Jericho to Hardwick was just completed (see <http://www.ccmpto.org/VT15/>). The Rt. 15 study proposes a roundabout as a solution to the Rt. 15/River Road intersection congestion. Modern roundabouts are designed to move traffic slowly but steadily through intersections, avoiding the need for stops

at traffic lights. Recommendations of the study are general and for Underhill Flats, focus on improving the bike and pedestrian environment in the village.

QUESTIONS AND COMMENTS FROM AUDIENCE

(Answers from Mike Oman and others follow each comment/question.)

General Questions and Comments

- Route 15 resident expressed concerns about increases in noise, pollution and traffic volumes as there is more development inside and from without village. This will lead to changes in the aesthetics of the village, impact the schools and eventually require Route 15 widening and traffic signals. The community will need to consider all these impacts carefully and determine how much and what kind of development should take place in the village. Traffic signals and road widening aren't necessarily inevitable – growth can be accommodated by other means.
- What kind of uses will the Environmental Assessment Study for the village address – especially in terms of wastewater and water supply? The study will look at what kind of capacity exists in the village and explain what it means for a variety of uses – commercial, industrial, residential, etc. The community will need to decide what kind of uses are appropriate for any available capacity.
- Why were so many of the plans for villages and downtowns shown as examples in the presentation from the 70's and 80's and not more recent? So much of planning today ends at analysis and never gets to the real planning phase. Also there was significantly more federal funding for planning at that time, especially infrastructure planning. Furthermore, planning practices over the past few decades had become so focused on zoning that the skills and processes needed to develop actual plans are not as well developed.
- People who work in the community including telecommuters live, work and shop here provide many benefits for the community including contributing less to traffic. We should be finding ways to improve the community for their needs.

Route 15 Study

- What were the assumptions used in the Route 15 Study about what the growth impacts will be? There was just a straight 20-year projection of growth used and the study was very general overall, but a considerable level of background growth in traffic was assumed. The level of traffic was assumed to grow significantly under certain variables such as if the Circ Highway were completed and if the Allan Martin Drive interchange was created. Traffic levels in the village will also depend on the type of development that takes place here – a big supermarket would draw traffic from further away than would small shops and services.

- What are solutions for the problem Route 15 intersections at River Road and Brown's Trace? The Route 15 study suggested roundabouts for both locations. In the short term, the Brown's Trace intersection could benefit from a turn lane.
- Will the community's priorities for Route 15 in the village conflict with the State highway requirements? If there are such conflicts, the towns have the option of taking over the section of highway that goes through the village, or paying for improvements that aren't a priority for the State. State guidelines would have to be followed in either case, but in general, VTrans has become pretty good about allowing adaptations to highway standards to meet the needs of villages.
- What about the railroad right-of-way through the flats – was it addressed in the Route 15 study and could it provide an alternative corridor? The rail R.O.W. was not addressed in the Route 15 study. Without a formal study no one will know for sure but there no longer appears to be a continuous corridor left that would be usable for transportation.

Pedestrian Improvements and Transit

- Promoting pedestrian transportation is fine but what about winter and all the other times when we have non-pedestrian weather? That's an important point but transportation is a numbers game and you need to do the most you can for people when it can make the most difference – at least make it possible for pedestrians to function well during good weather. While people may not walk much in bad weather, transit use is heaviest at those times.
- Johnson has become one of the most pedestrian friendly villages on the Route 15 corridor – the bridges slow traffic entering the village and the crosswalks, onstreet parking and sidewalks work well. Cambridge also provides a good example.
- What makes successful public transportation in Vermont? The availability of transit service to pedestrian-friendly, densely developed areas have been shown to be most successful. High quality express bus service has been shown to work well between population centers. Transit service has to be provided consistently over a long period of time to build ridership. Through accessibility to transit, good service and constraints on car use (parking fees, etc.), transit can succeed in the right locations. Transit can also be designed specifically to serve large employers.
- What happens to development outside the village in the rural areas of towns? A variety of tools are available for towns to employ in creating higher densities in villages and lower densities in the rural areas. Each town has to decide what its vision is and which tools to apply to achieve the vision.
- Why did the Burlington-Charlotte Train fail? The end points of the train need to be places with good connections to other places. Clearly the cost of gas, congestion, and parking wasn't high enough to entice enough drivers to give up the convenience of

the car and opt for the train. Also it generally takes about 6 years of consistent service for transit to penetrate the market.

- What are Jericho/Underhill's housing needs and what share of the regional demand should our communities be addressing?
- Impacts on the wildlife that live on the hill north of the village should be considered.
- Drainage of ground and surface water is a big issue in certain parts of the village (partly caused by a poorly sized/installed culvert for roaring brook) but less so in other parts.
- How to deal with increasing traffic – review traffic within larger context of the region.
- What are the intentions of the owners of the Green Crow (lumberyard) property?
- What other parcels of land can be further developed?

What people want to see in the village of the future:

- Pedestrian friendliness – build on the excellent progress made with the new sidewalk.
- A playground for young families.
- A community center and place for the arts
- Teens need a place to gather and to reduce their driving (get advice from people who developed teen center in Essex).
- Community garden space.
- Affordable housing – work with community land trusts.
- Hope Jericho/Underhill becomes less of a bedroom community.
- Social neighborhood with signs of life and a mix of generations.
- A new name for the village instead of Underhill Flats.

The next two community discussions will take place at the library at 7 p.m on Wednesday April 27 – Village Transportation, and May 18 – Village Housing.

Community Discussion #3 on Village Housing – May 18, 2005

Chairs were arranged in a circle in the Deborah Rawson Memorial Library Fireplace Room on Wednesday, May 18 for the third in a series of community discussions on the future of the village of Underhill Flats. Bob Robbins, a member of the task force appointed by the towns of Jericho and Underhill to guide a joint planning process for the village, facilitated the meeting. He thanked the library for hosting the community discussion meetings and introduced the guests who had been invited to provide their expertise for the evening's discussion on Village Housing.

Housing Targets for Chittenden County

Tim Fluck, of the Chittenden County Regional Planning Commission described the recently completed regional housing target recommendations. This study aimed to identify the number of new housing units that would be needed in Chittenden County over the next 10 years to address the current and projected shortage of housing units in the region. The study determined that 10,000 new housing units (1,000 units/year over ten years) would be needed by 2010 to meet the shortage.

The total target for the region was divided between the 19 municipalities in Chittenden County, with allocations based on a wide range of factors. Each town was given a target number of units to consider in its planning process. Jericho's target under this study is for approximately 300 total units by 2010 and Underhill's target is for 200 units. It was recommended that each town aim for 10% of that number to be moderate-income housing and another 10% to be affordable housing. More information about these recommendations can be found at:

http://www.ccrpcvt.org/index.asp?Type=B_BASIC&SEC={938B0E69-458C-4CFE-8777-02C9AA672950}.

Housing Crisis in Vermont

Brenda Torpy of the Burlington Community Land Trust (<http://www.bclt.net/>) talked about the acute shortage of housing, especially rental housing in Vermont. She recommended a study by the Vermont Housing Awareness Campaign on the relationship between housing costs and wages called "Between a Rock and a Hard Place," available on the Vermont Housing Finance Agency website: <http://www.housingawareness.org/>. It shows that communities and local economies suffer when people, who need moderately priced housing like teachers, police, and health care workers, can't find housing near where they work. For people making less, like childcare and retail workers, a supply of affordable housing is badly needed.

Brenda described the wide variety of programs that the Vermont Housing Finance Agency and the various community land trusts around the state provide. They include helping people purchase homes, providing incentives to private developers to build moderate and affordable housing, and taking on development and management of housing units. Many land trust housing projects are located in villages where residents can benefit from public services and often involve rehabilitation of historic buildings. A good example of an affordable housing project developed by the land trust is a duplex that is just being completed on Route 15 in Jericho. Another, much larger affordable and moderately priced housing project developed by the land trust project in South Burlington

has units selling from \$130,000 – 160,000. People in wide range of professions including health care workers, teachers, retail sales people and university professors are purchasing these units.

What other towns are doing about housing

Dean Bloch, a resident of Jericho, described some of the efforts underway in Charlotte where he works as town planner. He noted that there is very little affordable or moderately priced housing in Charlotte, with lots going for at least \$100,000, and construction at \$10/square foot. The town has been trying to address the problem over the last few years, and bought a large parcel in the village for future housing development. An open space plan was developed for the parcel to determine which portions should be preserved and which parts to develop for housing. A lot of land will be conserved under this plan. The town is now trying to pass new zoning regulations to enable dense, village-style housing to be built on a portion of the site.

Discussion

Members of the audience asked the following questions and comments/responses provided by speakers and others.

- What about senior housing? For those elders living in the Flats, school taxes have become too high for those on fixed incomes and there is not enough left to make necessary repairs on house. Would like to move to senior housing but the Jeri-Hill units are too small and don't want to move out of the community. And where will all the baby-boomers live when they become seniors?

(Tim) Each community needs to look at its special needs and plan for housing accordingly. Different people have different needs for housing at different stages of life. And each community differs in its mix of needs.

(Brenda) We have a very strong developer of housing for seniors in this region in Cathedral Square Corp. If the community decides affordable senior housing is needed, a non-profit group like Cathedral Square can help. They often work with local groups such as churches. Also Home Share Vermont (<http://homesharevermont.org/>) gives elders the opportunity to share a portion of their home with people who need affordable housing and/or can provide some care to a disabled homeowner. People can also take advantage of streamlined permitting for people who want to create an accessory apartment in their house.

- What about the lumberyard in the Flats? We don't own the land so don't we need to know what the owner wants? Shouldn't we also hear from builders in the area?

(Bart Frisbee, a local homebuilder) Builders are in businesses and want to stay in business. There are plenty of people who want to buy new homes in any price range but we can't serve them – the biggest problem is a shortage of available land. The effort it takes to get lots approved is a major constraint. The greatest obstacles to building housing in rural areas are septic suitability and restrictive zoning. These drive up the price of lots and the improvements that have to be made.

(Brenda) Towns can address the issues raised by Bart by deciding where and how development should take place (not just how to restrict development). This is just good planning.

- Explain some of the zoning tools towns can use to encourage affordable housing like inclusionary zoning?

(Brenda) Inclusionary zoning is used by the City of Burlington. It requires that developments over a certain size have 15% of the units as affordable. This requirement is made easier for developers by a density bonus that allows the developer to build more units than the base zoning would otherwise allow. As a result, every major housing development in Burlington has a mix of incomes represented.

- What do we know about the status of the Green Crow property (lumberyard in the Flats)?

(Bob Robbins) Green Crow is a lumber firm from Washington State. The Village Task Force has been in communication with their representative in New Hampshire. He has made it clear that they are not interested in reopening the sawmill and they have had discussions with a number of local housing developers about developing the land.

(Brenda) 2-3 years ago a broker in Burlington presented the property to the Burlington Land Trust. BLT contacted Green Crow but they were not interested in working with a land trust due to a bad experience they had with a conservation land trust in another part of the country.

(Bart Frisbee) If the property is available for housing and affordability is of interest to the community, then the community needs to allow the maximum number of units to be built. This is a great opportunity to help address the housing shortage and the land should not be underutilized.

(Tim) Development in the village doesn't have to be just housing. If commercial space is needed you can have a store or office on the ground floor and housing on the upper levels. This kind of mixed use already exists in the village and it works.

- Concerns have been expressed at previous Community Discussions about some of the problems with housing development like the impacts on schools and other community costs – these issues have not yet been addressed.

(Bob Robbins) Those issues have been noted but we are at a stage of collecting information at this point and won't have immediate answers to such questions. If it appears that the community wants to see more housing in village and the

environmental assessment study indicates there is sufficient capacity, then the towns may want to appoint a group or hire a consultant to assess other impacts.

- We have a chance to see land developed, as the community wants it to be – a small, walk-able place to live. We need to recognize that development of some kind will happen so we should make every effort to see that it is developed to our liking.
- Purchasing the Mills Riverside Park is one of the best things the towns of Jericho and Underhill have done. It would be great if the Green Crow property could also become something the whole community could benefit from.

(Livy Strong, Chair of the Mills Riverside Park Board of Trustees) The towns of Jericho and Underhill recognized the special features and resources of the Mills property and raised enough funds to purchase the park. Similarly the lumberyard needs to be seen as a special resource. Currently the Jericho Underhill Land Trust is purchasing Casey's Hill in Underhill and is receiving \$100,000 from the Vermont Housing Conservation Board to help with that purchase. The Board has asked for information about Underhill's commitment to creating affordable housing because it wants to support communities that work for both conservation and affordable housing. Housing and land conservation should not be considered opposites; rather, people need to rally around both causes.

- Couldn't the land be purchased by a land trust or by the towns so it could be developed at a pace and form that suits the community rather than the developer? Other communities have done this and figured out how to do the development right. Also we should focus not just on affordable housing but on creating a mix of housing types to meet a variety of needs.

(Brenda) There are organizations that can bank land to hold it while the community undertakes a planning process. There are a variety of approaches that could be taken – each parcel of land is different. The BLT routinely gets involved in public/private partnerships and there are many ways to approach a development project.

- What are the next steps?

(Bob) There will be one more community discussion in June with small groups to get more feedback from people. The environmental assessment study will also be completed this summer and will be presented to the community in fall. A community visioning session will follow later. The two towns will need to decide their next steps based on what we learn through this process.

Community Discussion #4 – The Future of Underhill Flats/Riverside

Residents express their preferences

The fourth community discussion on the future development of the Riverside/ Underhill Flats area took place on June 22. About 25 people, many from the village area, assembled in four discussion groups and addressed four questions:

- What areas and aspects in the village should be preserved?
- What types of commercial development would you like to see or not see?
- What mixture of housing would you like to encourage or avoid?
- What community services would be useful or should be avoided?

The overall opinion was surprisingly consistent between the four discussion groups. People would like to see a ‘walkable’ center with a variety of houses, small business and services. The area should retain its rural character: open space and clustered buildings. No big box stores and not just a few large houses on one acre lots. Avoid the Lang Farm pseudo-village model. Good examples are the villages of Warren, Johnson and Bristol.

What areas and aspects in the village should be preserved?

Retain views, scale and openness. Keep open space behind the Fire Station and keep the little triangular park at Route 15 and Park Street. Maintain the architectural heritage offered by the existing residences and churches

What types of commercial development would you like to see or not see?

An English pub and a restaurant - a place for a burger & a beer and a place lunch or dinner.

A green grocer with more options than a mini-mart, but no Price Chopper or Shaws

A dry cleaner & laundromat

A day-care center

Assisted living facility

Businesses with up to 25 employees (*help create critical mass for local businesses*)

Designed commercial spaces instead of retro-fitted houses

No empty storefronts and no big, stinky or noisy businesses.

What mixture of housing would you like to encourage or avoid?

Apartments above business storefronts & small condo's allowing people to stay here after they finish school or finish working. No multi-story apartment buildings and no mega houses.

Allow higher density in the village, but not along route 15

What community services would be useful?

Parking facility for "park & ride".

Pedestrian corridors for "park & walk".

A multi-purpose community center with recreational facilities for all age groups.

A small, community medical center like Cambridge (*GP, dentist, physiotherapy, pharmacy*)

A studio space for artists and a space for music & dance

Swimming pool and fitness facilities

Public transportation

Facilities for teens, for instance, a skateboard park

Amy Dandurand, 899-2154, 6/5/06:

- Green space in the village – farmers' market, etc.
- Businesses close together; small stores serving basic needs all within walking distance
- Provide transit connection
- Community/culture center to include performance space for music, etc.
- Town clock in the community center

9/1/2005

Progress Report

Village Task Force Underhill Flats/Riverside

What we did

Environmental assessment

We started with applying for a Municipal Planning Grant for an environmental assessment of the area. When this grant was awarded, we sent a Request for Qualification to 17 consultants. Three responded and were interviewed. Of these three, Stone Environmental was selected to conduct the environmental assessment.

Community discussions

From 25 to 40 residents participated in the four community meetings we organized. We have compiled a list of over 75 contacts from local resident sign-ins at the four meetings

The first three meetings focused on a theme:

1. Experiences in other Vermont towns with planning for development in a village
2. Transportation issues
3. Housing issues

In the fourth meeting, residents expressed what they would like and dislike in a village center.

Results so far

No obstacles

The draft report identifies no major environmental obstacles to further development of the area. September 23 we will receive a revised report that takes our comments into account.

A wish list

The group discussion produced a sample of wishes as presented on the last page of this report. This list does not necessarily reflect what the majority wants. Discussion participants were self-selected.

What we plan to do

Organize a hearing

Stone Environmental will presents their findings in a hearing November 2.

Conduct a 'workshop'

We intend to organize a design workshop in January. Under guidance of a facilitator residents will exchange and express ideas on the design of future development in the village.

Recommend further initiatives

We will recommend next steps after the design workshop. Options are:

- Seek grant funds to conduct a master planning project
- Pursue Village Center Designation and improvements to historic buildings
- Facilitate contact between non-profit developers and landowners
- Investigate funding for brownfields assessments
- Seek funding for infrastructure improvements

9/1/2005

- Discuss development of a village at both town meetings
- Determine assignment of the next Task Force
- Advise Selectboards on formation of the next Task Force

What do the towns want?

We need to know what the towns want. Participants in the community discussions were generally in favor of planning for a mixed use, walkable village with a variety of residential options, but there are those who oppose planning for higher density development.

A meeting of the two Selectboards with the Task Force might bring the necessary clarification.

We propose a combined meeting in the second half of October, when the final report is available and before the public hearing November 2.

Proposed agenda

1. Task Force initiatives so far
2. The report by Stone Environmental
3. What do the Selectboards see as the sentiments of the community re a village center?

Task Force members

Faith Ingelsrud
Shelley Jurkiewicz, since June
Mary Martell, until June
Robert Robbins
Jan de Vries
David White

9/1/2005

Wishes for the Riverside/ Underhill Flats area

On June 22 about 25 people assembled in four discussion groups and addressed four questions:

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The overall opinion was surprisingly consistent between the four discussion groups. People would like to see a 'walkable' center with a variety of houses, small business and services. The area should retain its rural character: open space and clustered buildings. No big box stores and not just a few large houses on one acre lots. Avoid the Lang Farm pseudo-village model. Good examples are the villages of Warren, Johnson and Bristol.

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A dry cleaner & laundromat

A day-care center

An assisted living facility

Businesses with up to 25 employees (*to help create critical mass for local businesses*)

Designed commercial spaces instead of retro-fitted houses

What mixture of housing would you like to encourage or avoid?

Create low-income apartments above business storefronts and in small condo's. This will allow people to stay in the area after they finish school or finish working. No multi-story apartment buildings and no mega houses. Allow higher density in the village, but not along route 15

What community services would be useful?

Parking facility for "park & ride".

Pedestrian corridors for "park & walk".

A multi-purpose community center with recreational facilities for all age groups.

A small, community medical center like Cambridge (*GP, dentist, physiotherapy, pharmacy*)

A studio space for artists and a space for music & dance

Swimming pool and fitness facilities

Public transportation

Facilities for teens, for instance, a skateboard park

Community Discussion Series on the Future of the Underhill Flats/Riverside Area.
Discussion #5 – Environmental Assessment Study
Wednesday, November 2, 2005

___ (#) people met to hear a short presentation on the Environmental Assessment Study and discuss the study and other related issues. The study was a broad-brush look at the environmental and infrastructure issues in the village. Existing studies and town files were reviewed, site visits made and interviews conducted for an area within the Jericho-Underhill Water District boundaries.

In general, the study found that there are no major environmental or infrastructure issues that need to be addressed by the towns to sustain the existing development in the village. The types of future development suggested by town residents at the June 22 Community Discussion appears to be feasible given the environmental conditions. Necessary infrastructure can mostly be accommodated on individual properties or on publicly owned property.

Questions/Comments (includes comments recieved via email)

- How many units are possible, given the land constraints?
- What is the capacity of the water system for new hook-ups?
- Questions about the nature of the hazardous sites identified in the study and the implications.
- Suggestion that portable "speed display monitors" be used as a possible traffic calming technique. Colchester uses this kind of device on speed-prone thoroughfares, such as Blakely and Prim Roads. It's worth looking in to.
- Comment that a traffic light would make the Riverside/Flats area more dangerous, because Vermont drivers tend to ignore red lights, giving a false sense of security to people proceeding forward on a green light. As a result, we would have more, potentially lethal high-impact crashes.

December 19, 2005

From: Jericho Underhill Village Task Force
To: Selectboards, Planning Commissions, Towns of Jericho and Underhill
Re: Riverside/Underhill Flats Village Task Force
Completion of Municipal Planning Grant process and recommendations

During the past two years the Task Force has engaged local residents in discussions about future development goals for the Riverside/Underhill Flats area, capturing ideas and recommendations for and against general and specific development opportunities. We have also overseen the completion and public presentation of an environmental assessment for the area, whose general conclusions demonstrate the capacity and feasibility of development in accordance with proposals expressed during our four public forums.

At this time, we feel it is premature to move forward with a community design session without the further engagement of landowners, planning officials, and local residents in a focused and concerted process. Design ideas and wishes from residents should be integrated into the plans of the two planning commissions and selectboards, who can use the findings of the public discussions and environmental assessment when talking with landowners about their specific plans. The Task Force considers itself discharged with this report. A summary of our work can be found online at: <http://tinyurl.com/bg47n>

It is our recommendation that residents and business owners in the area under review should be encouraged to form a non-municipal entity that could advocate for village-wide interests. Our current committee does not include residents from this area. Given the availability of two large parcels of land on either side of Park Street, we are presented with a unique opportunity to jointly support the redevelopment of a village center. We recommend that every effort be made to continue a collaborative planning process for the Riverside/Underhill Flats involving landowners, planning officials and residents in both towns.

Jericho Underhill Village Task Force

Faith Ingelsrud, chair
Shelley Jurkiewicz
Bob Robbins
Jan de Vries



We work for...

- Vibrant village centers and downtowns
 - More housing choices
 - Communities that encourage walking and biking
 - Productive farm & forest land
-

Growing Together: Consensus Building, Smart Growth & Community Change

7:00 p.m. to 8:30 p.m.

Thursday, June 8th

Jericho Town Offices at Jericho Corners

The Vermont Forum on Sprawl, in partnership with the University of Southern Maine's Muskie School of Public Service, invites you to participate in a workshop exploring ways to improve planning and decision making in your community through collaboration and consensus building.

We will preview a brief video, *Growing Together: Consensus Building, Smart Growth & Community*, which presents case studies from several New England communities, including Randolph Vermont. The film shows how local planners, developers and citizens have integrated consensus building into local planning initiatives to achieve smart growth. These successes are contrasted with traditional planning initiatives in those communities that failed due to a lack of collaboration.

The video will be followed by a 45 minute facilitated discussion exploring how the case studies relate to your communities, particularly how consensus-building may facilitate your local land-use decisions. We hope to have a range of participants representing diverse interests.

The goal of this session is to inform the decision making efforts of Jericho and Underhill as you collaboratively plan for your common future. Together, we will explore possible next steps for this joint planning effort.

Refreshments will be served.

UNDERHILL FLATS DESIGN WORKSHOP

"Two Towns/ One Village"

(Sponsored by the Towns of
Underhill and Jericho)

Friday, April 21, 2006
11:30 a.m. – 4:30 p.m.

Location – United Church of Underhill

SCHEDULE

11:30 Meet at United Church of Underhill

Directions – Follow VT15 east to Underhill Flats. Look for a small green on the right side of VT15. The United Church of Underhill is just beyond the green. Parking is available behind the church. We will be meeting in the church basement.

11:30 – 11:45 Orientation for Entire Group

11:45 – 12:15 Site Visit

Explore VT15 on your own as you drive into Underhill Flats prior to 11:30. After the orientation, we will break into 5 groups for a short walking or driving tour of each group's subject area.

12:15 – 12:45 Lunch – Basement of United Church

Sandwich wraps, salads catered by The Village Cup

12:45 Divide into Working Groups

Group A – Overall Village – Transportation & Land Use	(Fire Station)
Group B – Public-Oriented Facilities and Services	(Fire Station)
Group C – Villeneuve Property – Village Focus	(Church)
Group D – Villeneuve Property – Commercial/Residential	(Library)
Group E – Jacobs Property/Park Street	(Church)

1:00 – 3:30 Design Workshop

3:30 – 4:30 Public Summary – Basement of United Church

GROUP A
OVERALL VILLAGE – TRANSPORTATION & LAND USE

Joe Segale
Kathleen Ryan
Steve Walkerman
Bob Penniman
Judy Bond
David Villeneuve

Route 15 carries significant traffic volumes between outlying towns and central Chittenden County. Through traffic creates challenges for pedestrian-friendly village development.

Group A should explore transportation and land use patterns in Underhill Flats. At a minimum, the group should consider:

- Problem intersections, such as River Road and Route 15
- Circulation options for Dickinson Street and any new access roads serving the Villeneuve and/or Jacobs properties
- Route 15 streetscape and the relationship of buildings and parking lots to the road
- Non-vehicular transportation routes (sidewalks and bikepaths) and alternate transportation facilities (park-and-ride lots, bus stops, etc.)
- Citizen goals regarding transportation from the four public sessions in spring 2005.

Resource materials include:

- The transportation assessment (Chapter 5) from the Environmental Assessment for the Village of Underhill Flats by Stone Environmental, October 2005
- Jericho Transportation Study by RSG Inc., November 2004
- Subcommittee

The work product of Group A should be a plan depicting overall vehicular and non-vehicular travel routes in Underhill Flats. Conceptual design details may be appropriate for key intersections, streetscape along Route 15 and/or local streets, and general relationship of buildings/parking to streets.

GROUP B
PUBLIC-ORIENTED FACILITIES & SERVICES

Stuart Alexander
Karen Pettersen
Faith Ingulsrud
Dean Bloch
Sandy Gillim
Jan Devries

Existing public facilities in Underhill include two schools, library, post office, and Mills Riverside Park. Some small commercial uses, including a general store, serve the general public.

Group B should consider the "wish list" of community facilities/services and commercial uses identified by citizens attending the four public sessions in spring 2005. Some of those items are:

- Restaurant
- Green grocer larger than a mini-mart but smaller than a supermarket
- Small community medical center and other small businesses
- Facilities for varying age groups - day-care, teen center/park, multi-purpose community center, and assisted living facility
- Transportation – park-and-ride, sidewalks, and public transportation
- Swimming pool and fitness facilities
- Studio space for artists and space for music and dance
- Community garden space.

Group B should address appropriate locations for such facilities/services within the village of Underhill Flats along with their "connectivity". The group should address the elements necessary to form a cohesive village along with visual depiction of possible locations. A combination of existing, relocated and new uses may be appropriate.

The work product of Group B should be a village-scale plan showing important public-oriented facilities and services. Connectivity between uses should be shown in some manner. Specific locations for individual facilities/services would be useful, but more general depiction may be sufficient.

GROUP C
VILLENEUVE PROPERTY – VILLAGE FOCUS

Brenda Torpy
Michael Oman
Alex Weinhagen
Peter Gale
Diane Gayer
Mary Martelle

The center of Underhill Flats is a triangle formed by three roads – VT Route 15, Park Street and River Road. A single landowner controls over 20 acres of land within the triangle. Historically used as a lumberyard, this land is available for village redevelopment.

Group C is asked to explore development possibilities for the Villeneuve property within the context of the village of Underhill Flats. At a minimum, the group should consider:

- Citizen goals from the four public sessions in spring 2005
- Relationship of new development to the existing village
- Access to/from major roadways and public facilities
- Open space and parking needs
- Concepts of individual group members regarding appropriate village development.

The group also should recognize findings from the “Environmental Assessment for the Village of Underhill Flats/Riverside”, prepared for the Underhill-Jericho Joint Task Force by Stone Environmental, Inc. in 2005. In particular:

- The large majority of the Villeneuve property is on sandy soils, suitable for conventional septic systems. Tables 1 and 2 give development opportunities for these soils.
- Water supply should not be a limiting factor for development on this site.
- No major stormwater problems exist currently. Innovative stormwater practices are likely to be needed if dense development is proposed.
- Traffic on Route 15 continues to increase. Key locations to be monitored are Route 15 as a whole, the Route 15/River Road intersection, and Dickinson Street.
- It should be assumed that existing hazardous conditions, if any, will be cleaned up prior to redevelopment. Although there may be short-term limitations, we assume that they will not impact long-term development.

The work product of Group C should be a conceptual plan showing the general type and location of development on the Villeneuve property. The plan should show how this development fits in with the surrounding village of Underhill Flats.

GROUP D
VILLENEUVE PROPERTY – COMMERCIAL/RESIDENTIAL MIX

Bob Robbins
Jeremy Matosky
Karen Yacos
Dave Damkot
Mark Hamelin
Phyl Newbeck

The center of Underhill Flats is a triangle formed by three roads – VT Route 15, Park Street and River Road. A single landowner controls over 20 acres of land within the triangle. Historically used as a lumberyard, this land is available for village redevelopment.

Group D is asked to explore development possibilities for the Villeneuve property within the context of the village of Underhill Flats. Several areas of input should be noted:

- The landowner intends to develop some commercial uses on the property including a restaurant and a quick stop. Other possible uses include a fitness center, offices, pharmacy, and a car wash.
- Considering the village context, some residential development should accompany the commercial uses.
- Suitable access to/from major roadways and public facilities is important.
- The group should consider appropriate needs for parking and open space.
- Individual group members should offer their own insights regarding appropriate village development.

The group also should recognize findings from the “Environmental Assessment for the Village of Underhill Flats/Riverside”, prepared for the Underhill-Jericho Joint Task Force by Stone Environmental, Inc. in 2005. In particular:

- The large majority of the Villeneuve property is on sandy soils, suitable for conventional septic systems. Tables 1 and 2 give development opportunities for these soils.
- Water supply should not be a limiting factor for development on this site.
- No major stormwater problems exist currently. Innovative stormwater practices are likely to be needed if dense development is proposed.
- Traffic on Route 15 continues to increase. Key locations to be monitored are Route 15 as a whole, the Route 15/River Road intersection, and Dickinson Street.
- It should be assumed that existing hazardous conditions, if any, will be cleaned up prior to redevelopment. Although there may be short-term limitations, we assume that they will not impact long-term development.

The work product of Group D should be a conceptual plan showing the general type and location of development on the Villeneuve property. The plan should show how this development fits in with the surrounding village of Underhill Flats.

GROUP E
JACOBS PROPERTY/PARK STREET

Gail Henderson-King
Mary Clark
Vicki Milton
Chris Murphy
Paul O'Leary
Rich Cooper
Michael Lawrence

The large Jacobs property contains both flat and hillside land north and east of the village of Underhill Flats. A developer has begun to look at development potential of the property.

Group E is asked to explore development possibilities for the Jacobs property abutting the village of Underhill Flats and redevelopment possibilities along Park Street. At a minimum, the group should consider:

- Soils suitability, rather than existing zoning density, as an upper limiting factor to the amount of development. Other factors may or may not suggest lower density.
- Visibility of hillside development and appropriate forms of clustering to preserve open space.
- Location of commercial development in this portion of Underhill Flats, whether on the Jacobs property, on Park Street or elsewhere.
- Vehicular and non-vehicular access to/from Route 15 and Park Street.
- Relationship of new development and redevelopment to the existing village.

The group also should recognize findings from the "Environmental Assessment for the Village of Underhill Flats/Riverside", prepared for the Underhill-Jericho Joint Task Force by Stone Environmental, Inc. in 2005. In particular:

- The Jacobs parcel includes a mix of soils suitable for conventional septic systems and unsuitable soils. Tables 1 and 2 give development opportunities for these soils.
- Water supply should not be a limiting factor for development on this site.
- No major stormwater problems exist currently. Innovative stormwater practices are likely to be needed if dense development is proposed.

The work product of Group E should be a conceptual plan showing the general type and location of development on the Jacobs property and Park Street. The plan should show how this development fits in with the surrounding village of Underhill Flats.

UNDERHILL FLATS DESIGN SESSION PARTICIPANTS

Public Boards/Committees/Officials

- 1) Chris Murphy, Underhill Town Administrator underhillvt@adelphia.net
- 2) Jan Devries, Committee and Underhill PC Member jdevries@together.net
- 3) Bob Robbins, Committee Member robbins@together.net
- 4) Steve Walkerman, Underhill SB Member swalkerman@flexaseal.com
- 5) Phyl Newbeck, Jericho PC Member phyl@together.net
- 6) Stuart Alexander, Jericho PC Member SAAlexander@adelphia.net
- 7) Bob Penniman, Jericho SB Member rh.penn@verizon.net

Local Residents

- 8) Vicki Milton vlmilton802@yahoo.com
- 9) Mary Martelle firststep@verizon.net
- 10) Dave Damkot ddamkot@earthlink.net
- 11) Rev. Rich Cooper, United Church revcoop@sover.net
- 12) Sandy Gillim, Middle School VP sandra.gillim@cesu.k12.vt.us
- 13) Peter Gale petemarjie@adelphia.net
- 14) David Villeneuve, property owner bcoldinvt@hotmail.com

Planners

- 15) David Spitz, Jericho Town Planner tjericho@adelphia.net
- 16) Faith Ingulsrud, Committee Member faith@thirdculture.com
- 17) Dean Bloch, Charlotte Town Planner dean@townofcharlotte.com
- 18) Karen Yacos, Orton Foundation kyacos@orton.org
- 19) Alex Weinhagen, Hinesburg Town Planner hinesburgplanning@gmavt.net

Engineers/Traffic Experts

- 20) Joe Segale, Transportation Engineer jsegale@rsginc.com
- 21) Michael Oman, Transportation OmanAnalyt@aol.com
- 22) Paul O'Leary, O'Leary-Burke poleary@olearyburke.com
- 23) Jeremy Matosky, Trudell Engineers jeremy@trudellconsulting.com

Landscape Architects/Architects

- 24) Michael Lawrence mikelawrence@adelphia.net
- 25) Mark Hamelin, SE Group mhamelin@segrp.com
- 26) Diane Gayer vtdesign@sover.net
- 27) Kathleen Ryan kathleen.ryanla@verizon.net
- 28) Gail Henderson-King gail@ldengineering.com
- 29) Karen Petterson karen@trudellconsulting.com

Others

- 30) Judy Bond, Grassroots GIS GrassRoots_GIS@compuserve.com
- 31) Mary Clark, Stone Environmental mclark@stone-env.com
- 32) Brenda Torpy, Burlington Community Land Trust btorpy@bcit.net

CITIZEN GOALS FOR UNDERHILL FLATS

(Based on Comments from 4 Public Sessions in Spring 2005)

Housing

- Allow higher density in the village, but not along route 15
- Encourage senior housing. Would like to move to senior housing but the Jeri-Hill units are too small and don't want to move out of the community.
- The Vermont Housing Conservation Board has aided conservation efforts at Mills Riverside Park. The Board wants to support communities that work for both conservation and affordable housing. For affordable housing, work with community land trusts.
- Apartments above business storefronts and small condominiums allow people to stay here after they finish school or finish working. Do not allow multi-story apartment buildings or mega houses.

Commercial

- An English pub and a restaurant - a place for a burger & a beer and a place lunch or dinner
- A green grocer with more options than a mini-mart, but no Price Chopper or Shaws
- A dry cleaner & laundromat
- A day-care center
- Assisted living facility
- Businesses with up to 25 employees (*help create critical mass for local businesses*)
- Designed commercial spaces instead of retrofitted houses
- A small, community medical center like Cambridge (*GP, dentist, physiotherapy, pharmacy*)
- No empty storefronts and no big, stinky or noisy businesses.

Community Facilities/Services

- "Park & ride" facility
- Pedestrian friendliness – build on the excellent progress made with the new sidewalks
- A multi-purpose community center with recreational facilities for all age groups.
- A studio space for artists and a space for music & dance
- Swimming pool and fitness facilities
- Public transportation
- A playground for young families.
- Community garden space.
- Facilities for teens, for instance, a skateboard park. Teens need a place to gather and to reduce their driving (get advice from people who developed teen center in Essex).

Miscellaneous

- Retain views, scale and openness. Keep open space behind the Fire Station and keep the little triangular park at Route 15 and Park Street.
- Maintain the architectural heritage offered by the existing residences and churches.
- Create a social neighborhood with signs of life and a mix of generations.
- Contamination issues -- especially history of failed septic systems on west side of Route 15.
- Impacts on the wildlife that live on the hill north of the village should be considered.

Transportation

- The most important component of transportation in a village is the pedestrian. Pedestrians create the social and economic life of the village. Components needed to make village conducive to pedestrian life include short walking distances (1/4 – 1/2 mile between activities), good access to activities, safety, convenience, a pleasant environment, and lack of barriers.
- Parking uses up enormous amounts of space so needs to be well designed and well sited. Parking lots must serve the needs of the pedestrian and broader village social and economic life.
- "Environmentally adapted through routes" can make such routes an integral part of the village. This includes the techniques sometimes referred to as "traffic calming."
- The Rt. 15 study proposes a roundabout as a solution to the Rt. 15/River Road intersection congestion.
- Follow the example of Johnson which has become one of the most pedestrian friendly villages on the Route 15 corridor – the bridges slow traffic entering the village and the crosswalks, on-street parking and sidewalks work well. Cambridge also provides a good example.

Underhill/Jericho Selectboards/Planning Commissions

Joint Meeting to Discuss Underhill Flats Planning

Tuesday, June 13th

7:00 – 8:30 p.m.

Underhill Town Hall

Design Issues *(Brief Overview)*

- Transportation
 - Dickinson Street vs. River Road
 - Dickinson access onto VT 15
 - Villeneuve connection(s) to Park Street
 - Jacobs access onto Park Street
- Protection of Existing Character – VT 15
- Intensity of Use – Lot Coverage, Height, Residential Density
- Permitted or Conditional Uses
- Site Layout – Buildings, Parking Lots, Landscaping/Green Area
- Publicly Supported Uses
 - Central open space
 - Civic/recreation/cultural center
 - Park-and-ride lot

Process *(Focus of this Meeting)*

- Collaborative Process
 - Underhill/Jericho
Recommend creation of new subcommittee including 2 members of each Planning Commission plus 2 at-large members
 - Municipal government/citizens/landowner/developer
 - Village center designation
- Further Citizen Involvement
- Development of a Master Plan
- Development of an Official Map
- Zoning Revisions

June 21st Public Presentation

- Plans from the Design Workshop
- Public Discussion
- Video on Collaborative Planning

Underhill Flats Design Plans
Public Presentation and Discussion
7:00 P.M.
Wednesday, June 21, 2006
Jericho Town Hall

Over 30 planners, landscape architects, landowners, residents, and public officials participated in a very successful design workshop in April for the Underhill Flats village. Five individual groups worked on specific topics, two focusing on the overall village and three looking at individual parcels and abutting properties within the village. The major products of this design workshop were five plans intending to show design concepts for the village's future.

The April workshop concluded with a brief presentation to the general public. We are now providing an evening presentation to allow further public review and comment on the plans. This meeting is part of a continuing planning process focusing on the village of Underhill Flats. The meeting will be held at 7:00 p.m. on Wednesday, June 21st in Jericho Town Hall.

The five plans are now available on the Jericho and/or Underhill websites. The plans also will be posted in July for review, along with a comment box, in the community room of the Deborah Rawson Library. For further information, please contact David Spitz, Jericho Planning and Zoning Director, at 899-2287 or tjericho@adelphia.net.

TWO TOWNS – ONE VILLAGE



**Community Forum on Village Future
Underhill Flats/Riverside
February 8, 2010**

Shared Village



- Village straddles Town Line
- Route 15 from Browns River in Jericho to Roaring Brook in Underhill
- River Road, Dickinson Street, Park Street, Raceway Road, Meadow Lane, Poker Hill Road
- Neighborhoods on Brookside, Valleys Edge, Creekside, Palmer Lane, Harvest Run, etc.
- Churches, Schools, Library, Fire Department, Post Office
- Numerous Local Businesses
- Mills Riverside Park

Shared Vision

Jericho Town Plan

“Encourages the concentration of people and community-focused activities in traditional centers. Mixed uses are encouraged, and this is the proper zone for municipal services and commercial enterprises serving the community.”

Underhill Town Plan

“Encourage development that is compatible with and promotes a compact, historic village settlement pattern... Reflect traditional development patterns, uses and lot sizes that maintain the historic settlement pattern of the compact village center and encourages future development within the Village Center.”

Jericho/Underhill Village Task Force

Environmental Assessment for the Village -- 2005

- Reviewed existing conditions and potential future action related to wastewater, water supply, stormwater, transportation, and hazardous sites
- Soils suitable for wastewater
 - Areas on school properties and several other private properties may be able to serve as a community septic system
 - Some small lots lack areas for replacement septic fields
- High quality public water from the Jericho-Underhill Water District
- Pressures from increased traffic on Route 15
 - Much of it through traffic from other communities
 - Projected to increase by 36% by 2015
 - Rush Hour traffic problems at River Road/Route 15 Intersection

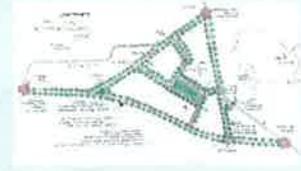


- Reduce through traffic in front of School and Library
- Alleviate congestion at River Road/Route 15 Intersection
- Allow two-way traffic on Dickinson Street

Goals

Investigate Alternative Alignments for Dickinson Street and River Road

Dickinson Street Alternatives Analysis -- 2007

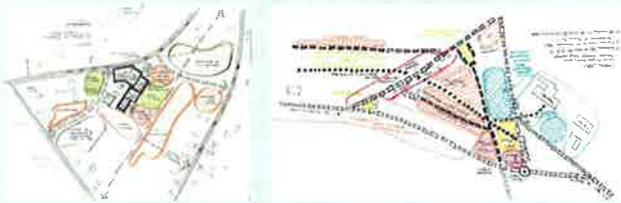


- Grid network on Green Crow Property
- Connection to Mills Riverside Park
- Traffic Calming/Landscaping on Route 15
- Village Gateways
- Removing through traffic from River Road in front of Library/Schools

Considered Transportation through the Village

"Charrettes" -- 2006

Underhill Flats Design Workshop



- senior housing, mixed income housing, grocery store, mixed small businesses, restaurant, service station, community gardens, park-and-ride, and recreation center

Identified possible uses for the properties

"Charrettes" -- 2006

Underhill Flats Design Workshop



- Green Crow Lumber Mill/Villeneuve Property in Jericho
- Jacobs Property in Underhill

Possible development scenarios on two parcels

"Charrettes" -- 2006

Underhill Flats Design Workshop

Dickinson Street Alternatives Analysis -- 2007

Realign Dickinson Street Intersections to accommodate two-way traffic

- T intersection with River Road (possible four way with future development road)
 - Two alternative alignments
- T intersection with VT Route 15
 - Projected to require traffic control in 2020
 - Two alternative alignments

Next Step: Pick preferred alternative for intersection with River Road

Jericho Land Use & Development Regulations

Revised Zoning to reflect Traditional Village Patterns

- Expanded mixed-use options
 - Exp. office or apartment above a store
- Increased density within the Village Center District
 - Minimum lot size reduced to 0.25 acres
 - incentives for elderly and affordable housing
- Reduced front and side yard setbacks
 - Narrower setbacks are more accessible to pedestrians
- Enabled Shared and Offsite Parking
 - Reduces need and impact of parking
- Provisions for Pedestrian Access and Safety
- Landscaping and Site Layout/Design Standards

Layout and Design: A Word About Building Size



John's Shoe Shop (Richmond)
Footprint: 4,752 Floor Area: 7,808



Lincoln Inn (Essex Jct.)
Footprint: 4,281 Floor Area: 8,562



Longhorn Steakhouse
Footprint: 5,872 Floor Area: 5,872

Benefits of Traditional Village Patterns



One Acre Residential
Subdivision
(1 SF unit per acre)



Traditional Village
Neighborhood
(about 4 SF units per acre)

- More compact neighborhoods are more accessible to pedestrians.
- Enables goods and services to be located close to the people who use them.
- Allows for a mix of housing types, allowing a wider range of age and income groups to live in a community.
- Creates a "critical mass" to support small, local businesses
- Easier access for public transportation

Jericho/Underhill

Take Charge Program

Proceedings

February 8, 2010

Group I – TRANSPORTATION

Group Included: Livy Strong, Leene Linde, Faith Brown, Steve Owen, Valerie Wilkins, Dave Ganter, Phyl Newbeck, Nancy Spier, Dan Steinbower, Vicki Milton, David Milton, Jeremy Matosky, Trevor Squirrel, Peter Mitchell

Facilitator:

Brainstorming

Mass transit/bus routes
Park and ride
Carpooling
Shared parking (w/ churches etc.)
Senior transportation
Bike Signage
Road striping/ marks (all modes)
News – keep soils in mind – shared septic
Manage school-generated traffic
Encourage school bus transit
Traffic circulation at/near schools
School Employees – Traffic/carpooling
Traffic calming
Enforcement Transportation
Safe routes to schools
Safety
Funding – matching \$ and project \$
Complete Streets
Sidewalks – complete network and maintain year round
No idling
Parking Requirements

Group 1 Consolidation/Prioritization

Policy

Safe routes to school
Enforcement
Complete streets
No idling
Parking requirements
Bike parking
Funding
Sidewalk maintenance

Design

Complete streets

striping/signage

Circulation

Parking

-shared

-P & R

-new lots/soils

Traffic at/near schools

Movement

Mass transit

Carpooling

School buses

senior transportation

Volunteer Driver program

Car sharing

Group 2 - TRANSPORTATION – consolidation

PEDESTRIAN SAFETY

VT Route 15 is a State Road

Bicycle Path – with cars? With pedestrians?

TRANSIT

-CCTA routes in future

-Park and Ride

-Rush hour traffic

*Route 15 and River Road (Jolly's)

*Park Street (school busses) & Route 15 – UCC Church

*Dickinson and Route 15

*Browns Trace and Route 15

Group-- HOUSING

GROUP INCLUDED: Cynthia Seybolt, Bob Robbins, Sandy Gillim, Matt Thompson, Penny Miller, Kelly King, Noah King, Mary Bassett, Jessica Alexander, John Monks, David Demares

Facilitator:

Brainstorming

Lack of rentals

Need more multi-family generational housing on each lot

Need more affordable housing

Need more senior housing

Need smaller footprint housing (what is status of zoning regulations)

Increase population density increases pressure for recreation on public/private lands – increase tax burden on landowners who bought large tracks.

Need multi-use buildings

- *businesses at ground level

- *2nd story housing

For every newly developed area, must consider:

- *recreational space

- *transportation flow

- *utility burden

- *fire Hazards

How will changes impact character of village? Don't want it to become Williston or S. Burlington

- *Scale of village is important in zoning process

Increase in taxes and housing can make it hard for:

- *children to stay

- *retirees to stay

Will development of village center protect rural landowners from encroachment?

Need services in village to minimize driving

- *groceries

- *medical

Housing Consolidation/Prioritization

- Need diversity of ages/multi-generational housing

- Affordability

- Services (needs/opportunities)

Impact of Development on:

- Character/sale

- Taxes/ slash impact fees

- Cost/benefit of development or inaction
 - *will no village growth push development into undeveloped areas?

Accessibility

- pedestrian friendly
- public transit
- Route 15 issue

VILLAGE CENTER REVITALIZATION

Group Members: Michael Perrault, Peter Seybort, Barbara Greene, Lea Van Winkle, Jim Carter, Mary Martelle, Steve Owon, Keith Carter, Hugh Griffiths, Chris Gluck, Matt Chafer, Mary Kintner, Barbara Toun , Glenn Hayes, Julie Kelliher, Ron Place, Nancy Geise

Brainstorming – Group 1

Vermont Products
Light manufacturing/ business incubator space
Artist outlets/studio
Technological/Info connectivity
“Landmark” Draw – charming village signage
Anchor business
Encourage/incentives historic rehab
Grocery store – like Shelburne Market
Medical/Health center
Playground/Urban park scape
Parking & park and ride
Parking to blend into surrounding areas
Importance of mixed uses in both towns
Interesting – serve locals & tourist destination
ID/focus on soil quality & locations
Village center interior – Pedestrian focus
High traffic business located on Route 15
Sawmill/Villeneuve prop – 15 +/- acres
Jacobs prop – 20 acres
Rehab gym/community center – 15,000 sq. feet, lap pools – construction 5/2010
Mixed used/streetscape/connections
Densely built
Senior/Affordable housing

Village Center Revitalization –Consolidation

Mixed Uses Business/Housing

Vermont products
Light manufacturing
Business Incubator space
Grocery
Medical health center
Landmark/anchor business
Rehab gym/community center
Artist studio/outlets
High traffic business located on Route 15
Senior/affordable housing

Infrastructure

Tree-lined streets
Sidewalks (safety)
Playground/parkscape
Signage
Roads/streets
Bike Paths (safety)
Parking – blend into surrounding area
Park and Ride
Technological/Info Connectivity
Water/wastewater
Gateway
Environmental friendly
Villeneuve Property/Jacobs Property

VILLAGE CENTER REVITALIZATION – Group 2

FACILITATOR: Gwen Pokalo

Brainstorming

Rehab gym
Saw mill – contaminated soil? Eye sore
Satellite (YMCA) (pool, child/afterschool care, senior activities)
Additional services – pharmacy, grocery, bank, restaurants
Transportation for seniors
 -senior bus/share
 -better info district relation
Expand farmers market
 -more than one day
 -expand access to park
Laundromat for renters – why are our businesses moving out? Not sustainable?

Plan in place before development timeline
Arts and Crafts meeting place (consolidate artisans)
Jericho and Underhill development compatible
Cooperative development – avoid stress on area services
Calm traffic on Route 15 – AARP Pamphlet
Hang on the character of small town
Aesthetics
Sidewalk in Underhill
 *walk ability
 *Parking
 *Ethan Allen parking
Job development – F.P. article – high-tech, clean jobs
Incentives
School additions not filled – draw more kids to the county
Density of frequency of population settlement
Facilities and housing for aging population – services – smaller homes
Over commercialization
Broadband, cell coverage Improvements
Expand electric power capacity
Protect ground water
Sewage treatment/septic
Property Value

Village Center Revitalization –Consolidation –Group 2

Balanced Plan for development & Maintain existing Community Character
General Aesthetics & Safety Flow (traffic and people)

Impacts of any development on Immediate Community and People – Residents

- *Villeneuve Property
- *Compatibility of Underhill and Jericho
- *Where else will development happen?

Large Group Consolidation

Develop master plan for village center

Future of the Flats

April 12, 2011 Meeting Notes

BRMS Cafeteria, 6:30 pm

Present: Pat and Michael Weisel, Peter Mitchell, Peter Brooks, Dean Bloch, Livy Strong, Mary Kinter, David Damkot, Michael Perrault, Nancy Geise, Eric Avildsen and Faith Ingulsrud. Also Jason Charest and Seth Jensen.

Michael Perrault, chair of the Future of the Flats group opened the meeting and encouraged feedback and discussion on the Dickenson Street proposal presented to the Jericho Selectboard on March 21. Feedback on the proposal from this meeting and a discussion that will be initiated on the Two Towns Online website will be forwarded to the Selectboard.

He also reported that the Town of Jericho has recently learned the town will not be permitted by VTrans to re-stripe the two crosswalks on Route 15 in the village because the volume of pedestrian traffic does not warrant those crossings. VTrans needs to see that a minimum of 20 pedestrians are crossing the highway during peak hours to justify the crosswalk. VTrans will consider crosswalks if they are included in a school plan that encourages students to walk to school.

Dickenson Street

In general there was support from the group for re-aligning Dickenson Street as proposed but all appeared to share concern that the straight, wide design will encourage speeding. The following points were made during discussion of the proposed Dickenson Street design.

- The proposal lacks a comprehensive view of the village as a whole, and while sidewalks are proposed, the design favors pass-through, commuter traffic.
- The proposed 11' wide travel lanes are wider than necessary and should be narrowed to encourage slower speeds and to be more in keeping with a village street.
- Trees should be planted between the sidewalks and street for the same reasons.
- Streets are the living rooms of a village and too much emphasis on traffic flowing through erodes away any ability to use that space effectively. But traffic flow also brings energy and opportunity that needs to be captured and used for the benefit of village residents. Finding the balance is the trick of effective village transportation planning.
- Development along Dickenson Street will also slow traffic. On-street parking could be considered as well.
- Will narrowing the pavement lower the cost and make the road alignment more affordable?

Seth Jensen, arrived later and informed the group that the Jericho Selectboard had endorsed the plan to make Dickenson Street 2-way as well as the proposed alignment and will be including the improvements in the town's Capital Plan. However, the Selectboard recognizes that more investigation is needed to ensure that traffic speeds on Dickenson Street are controlled and in the village as a whole. The Board

also has not endorsed the traffic light proposed at the Dickenson/Rt. 15 intersection. They welcome input from the group.

Traffic Calming

Jason Charest, a transportation engineer from CCMPO joined the meeting to provide some ideas about traffic calming for the village as a whole. The following points were discussed:

- Traffic calming is an art form – there's no silver bullet but only the combined effect of a variety of tools for inducing or encouraging slower driving.
- Too many stop signs don't work to because they breed disrespect for traffic control and encourage people to break the rules.
- Burlington has experimented with speed bumps, humps and speed tables to slow traffic and the city should be consulted on how those techniques work. There could be liability issues. (Pot holes are also a technique for slowing traffic!)
- Hinesburg has experimented with wider striping for road shoulders and narrowing the travel lanes to 9' wide, leaving wider bike lanes.
- Route 15 is a Class 2 state highway so the towns little or no control over how the road is designed. The Towns could take over the road for the portion going through the village as Essex Junction and some other municipalities have done. In those cases, all maintenance would need to be handled by the municipality but the State would still impose highway design requirements for through traffic.
- The state Pedestrian and Bicycle Facility Planning and Design Manual lays out the options and requirements for sidewalks, bikepaths, crosswalks, shoulders, etc.
- Roundabouts can help with traffic calming but hard to do in places like Underhill Flats because the roads feeding into the roundabout would need to have roughly the same volume of traffic as Route 15.
- Speed limits are set by rules (85% will drive at or below the posted speed) so can't be imposed arbitrarily or by resident preference.
- The "dynamic striping" techniques used on River Road to slow traffic entering Underhill Center were experimental. That particular design is not endorsed but similar types of striping are now authorized in the official Manual of Uniform Traffic Control Devices (MUTCD).

Participants suggested that more active police presence and issuing of speeding tickets would make a difference as it does in Danville, where everyone knows not to speed on Route 2. Others suggested flashing speed limit signs showing actual speeds.

A village resident who wants safer, less traffic in the village suggested that speeds for all traffic in the village be reduced to 25 mph or less and that driving through the village be discouraged. This was challenged by a resident of Underhill Center who noted that there is no other way to get to Route 15 and wants to be able to drive smoothly, without obstruction through the village. It was pointed out that the two perspectives perfectly express the two key functions that village streets provide and the balanced required to accommodate both needs.

Crosswalks and School Pedestrian Plan

Participants made the following points in discussing the crosswalk issue:

- Jericho Elementary School received Safe Routes to Schools (SRTS) assistance in the past to develop a plan and obtain funding for sidewalks. SRTS provides technical assistance, training and funding to encourage students to walk to school.
- Lots of kids walk across Route 15 to Jolley's gas station. That's where a crosswalk is really needed.
- Several years ago, at the urging of a parent, the school prohibited students from crossing Route 15 and provided bus service for those living on the far side of Route 15.
- As far as anyone knows, neither the ID school nor BRMS has considered participating in SRTS
- Data on pedestrian use is needed to be able to have crosswalks but you need crosswalks to encourage pedestrian use. It's a chicken/egg problem.
- Need to do a walking to school plan and maybe do it as part of a larger pedestrian plan for the village.

Faith agreed to contact the CCMPO and VTrans about the status of Safe Routes to School. Peter Booth agreed to contact school administrators about getting involved in the program. Another meeting will be called when this information has been gathered and to discuss initiating a pedestrian planning process.

**Jericho/Underhill Take Charge Committee, February 18, 2010
Meeting Minutes**

Goal Statement

Develop a physical layout for future vision of the Riverside Flats.

Objectives

SHORT TERM

- Education on rules from each town, environmental assessment
- Map of village center
- What is boundary of master plan?
- Identify key stakeholders
- Define categories of housing

LONG TERM

- Range and intensity of use
 - need to define
- Harmonize goals of community with goals of landowners
- Learn more about demand for services (what type of businesses)
- What businesses are interested
- Integrate plans into zoning
- Vision of circulation and spaces – Traffic, pedestrian and bike
- Retain character of village/define – learn from other places

Action Steps

- Master plan examples
- Look for lack of services in 15 minute drive time
- Look at existing villages – go to visit
- Charrette Plans – synthesize
- Visit Warren, Shelburne, Hinesburg
- Survey of Residents

NEXT MEETING AGENDA – Tuesday March 9, 2010 7:-8:30 pm

1. Education
 - Master Plan 101 – Faith
 - Report of Research Zoning Regulations for Underhill & town plan – Penny Miller
 - Report of Zoning Regulations for Jericho – Seth

2. Identify Stakeholders
 - Identify on Map - Penny Miller
 - List
 - Identify Housing Categories on Map

Next meeting Date

Tuesday March 9, 2010 7-8;30pm Brown's River Middle School cafeteria

Riverside/Underhill Flats Community Forum
March 9, 2010

Present: Nancy Geise, Valerie Wilkins, Kelley Brannagan King, David Villeneuve, Dave and Dori Richieci, Brian Dreibelbis, Erich Kaspek, Bernadette Howard, Eric Avildsen, Bill McMasters, Michael Perrault, Dave Ganter, David Damkot, Peter Mitchell, Bob Robbins, Kari Papelbon, Penny Miller, Seth Jensen, Faith Ingulsrud

Faith Ingulsrud gave a presentation on the background of smart growth, master planning, and State Village Center Designation. "Designated Village Center" includes the civic and commercial core of the Village. Faith explained the benefits and process for Village Center Designation. The application requires a boundary determined by the Municipality. Designation makes property owners of historic commercial and multifamily buildings eligible for tax credits, gives the Town priority when applying for Community Development Block Grants and Planning Grants, and provides access to the Growth Centers and Vermont Neighborhoods program.

Faith explained the requirements and benefits of the Vermont Neighborhoods program, which is focused on providing incentives for Affordable Housing. Some benefits include reduced permit fees and reduced land gains taxes, as well as local approval of some Act250 Criteria.

Faith provided examples of a Master Plan developed for Hinesburg in the 1990's. Faith showed a picture of Tafts Corners in Williston which illustrated how planning in the Town had evolved since the 1970's.

1970's -- Most development took the form of strip malls, and there was little planning for how growth would occur.

1980's -- Blair Park was an example of development from the 1980's. There was an attempt to create a park-like environment, but little planning for pedestrian access.

1990's -- The big box stores were built on a basic grid of streets. This provided some relief on the arterial roads.

2000's -- Maple Tree place was developed in the 2000's, and was the result of negotiations between the Town and the developer. The development considered pedestrians in addition to the automobile and included affordable housing as well as commercial space.

2010 -- The Town has developed a "Master Plan" to create a grid of streets in the Taft Corners area. The aim is to disperse traffic off of the arterial roads.

Faith explained issues regarding wastewater and presented information on the "decentralized" wastewater treatment model, which includes a mix of individual and community septic systems.

The group briefly discussed affordable housing and the type of uses and buildings that would be appropriate for the Village.

Penny Miller and Seth Jensen discussed Town Plan and Zoning Provisions in each Town.

Seth Jensen explained the background of the charrettes held in 2006.

The group decided to meet again on March 23 to discuss next steps.

Riverside/Underhill Flats Community Forum
March 23, 2010

Present: Nancy Geise, Valerie Wilkins, Kelley King, David Villeneuve, Eric Avildsen, Bill McMasters, Dave Ganter, David Damkot, Peter Mitchell, Bob Robbins, Kari Papelbon, Penny Miller, Seth Jensen, Faith Ingulsrud, Karen Yacos, Patricia Fitzgerald

Faith Ingulsrud explained the draft work plan prepared for the group to discuss.

Faith stated that one short term task could be to pursue Village Center Designation. The first step would be a meeting to discuss it with the Selectboards of both Towns. Peter Mitchell asked if this would entail setting up a quasi-government for the village. Faith noted that Village Center Designation would not create a new Village government. Faith noted that the draft work plan contains a proposed Village Steering Committee which could be either a group appointed by the two Towns or a separate organization. The group discussed the fact that an important piece to this would be outreach to people within the village.

Faith stated that another task was identifying the size of the village – determining what the village consists of for planning purposes, This would help to know who to contact about meetings, etc. It would also be helpful in determining who and what is already in the village.

Another task would be to conduct a demographic and market study. This would look at what potential businesses and activities could work in the village and would also include surveys of existing residents and businesses.

Faith stated that another task would be developing a master plan of the area. This would be done by a subcommittee charged with the task. The goal would be to complete this task in a year.

Transportation was another topic discussed at the forums. Issues included pedestrian safety and traffic calming. Faith noted that there could be a subcommittee looking into these issues and developing proposals for the Steering Committee and Selectboards to consider. Karen Yacos noted that there had been a traffic committee in Underhill and that Park Street was one of the areas investigated.

The group discussed establishing a steering committee. Peter Mitchell suggested that it should include an equal number from both Towns. One of the tasks of the steering committee would be to do outreach to people in the village. The group discussed whether the steering committee should be independent or formally sanctioned by the Towns. David Damkot suggested that the group should be independent at this point but that it should advertise its meetings and be accessible to the public. Patricia Fitzgerald stated that one of the problems is that people think of the area as a place to drive through. Karen Yacos stated that it would be important for the group to be transparent and to make sure that the Selectboards were onboard, especially regarding transportation.

After some discussion, it was decided that a small core group would act as a “steering committee” and help to facilitate the process and discussions. However, meetings would be widely open and participatory. David Damkot, Nancy Giese, Patricia Fitzgerald and Eric Avildsen agreed to serve on the steering committee.

The group discussed updating the Selectboards as to what had happened following the forums, and set a preliminary meeting date of Wednesday, April 14 as a next meeting. Eric suggested organizing into three other groups, including Village Master Plan, Transportation, and Market/Demographic study.

Riverside/Underhill Flats Community Forum
April 14, 2010

Present: Eric Avildsen, Faith Ingulrud, Nancy Geise, Beth Angolano, Brian Dreibelbis,
Jim Carter, Penny Miller, Seth Jensen

Given the number of people in attendance, the group decided to discuss each topic together, rather than breaking up into topic areas.

Demographic/Market Study

The group discussed what would be involved in this kind of study. Seth noted that both Towns had agreed to provide partial funding for a study. There would be two surveys -- one of residents and one of business owners. The survey would seek business owners' opinions and would ask questions about what types of things people would like to see in the village. The study would also gather data on spending habits and other market research. Seth noted that larger companies have access to much of this data, but local businesses do not. Doing a study will help put local businesses on more equal footing. Brian stated that it was important to take the opinions of people actually living in the village into account.

The group discussed various ways to get feedback, including online surveys, distributing surveys at stores, having drop boxes, etc. Faith stated that surveys are more useful in drawing people into the process and starting discussions than getting hard statistics.

The group discussed whether the business survey should be sent to all business owners in both Towns or just to businesses in the Riverside/Underhill Flats Village. The group felt it should be sent to all businesses.

Next Steps

Eric stated he would talk to Bill McMasters from UVM about the cost of the study and what it would entail.

Penny stated that she would help recruit people and look at the survey done for the Underhill Town Plan. The group thought that between six and seven people would be good to oversee the study.

Seth will gather information from the Charrettes and other prior projects.

Village Center Designation

The group discussed a concern raised that the Village Center Designation would encourage commercial development or infill. Faith explained that the Village Center Designation is separate from zoning. Brian noted that the tax credits are all for commercial properties and asked why residential properties should support the designation. Seth noted that many State grants give preference to projects within Designated Village Centers and that it had been helpful in getting the Town Vtrans approval for traffic calming on Route 15 in Jericho Corners.

The group felt that a list of FAQ's would be helpful for getting information out about the Village Center Designation. The FAQ would be put on the Town Websites, Front Porch Forum, and Two Towns Online. Staff will develop draft maps of the boundary for the Designation. The maps will show areas that definitely fit the criteria and areas that may be questionable. Eric asked if drafts could be developed by the May 20 joint meeting. Seth said it would depend somewhat on the work load of the two Towns. Seth noted that he and Kari had set June as the time frame for completing the application.

Master Plan

Faith noted that there were different levels of detail the group could pursue. The group could develop a basic conceptual plan that looked at circulation, transportation, etc., or it could develop a detailed master plan that includes building footprints, etc. The master plan could focus primarily on public infrastructure or could look at development of larger parcels as well. Eric asked if there would be overlap between the boundary of the Village Center Designation and the master plan. Faith stated that a master plan could be broader – for example, show transportation infrastructure extending into residential areas.

Faith said a more detailed master plan would include details on building footprints, building massing, etc. The goal would be to get public input on what people would like to see for the area. The master plan could be permitted up front and any issues could be addressed between the public and the property owner before going to the Development Review Board. Faith stated that public outreach is a major piece of developing a good master plan.

Towns could either officially adopt the master plan or use it for guidance. One option is to develop an "official map" which defines where future infrastructure will be developed.

The group discussed starting by looking at the various charrette maps, with the goal of refining them further. Penny noted that what is in the master plan may depend on the outcomes of the surveys. The group talked about getting organized prior to completing the surveys but doing most of the work after the surveys were complete.

Due to the time, the group was unable to discuss transportation. The group agreed to begin with transportation at the next meeting. The group set May 6 at 7:00 as a tentative date for another meeting.

Riverside/Underhill Flats Community Forum
May 6, 2010

Present: David Villeneuve, Eric Avildsen, Faith Ingulrud, Nancy Geise, Beth Angolano, Brian Dreibelbis, Penny Miller, Seth Jensen, Carol Smith, Franco Gatti, David Damkot

Transportation

The group discussed the existing sidewalks along Route 15. It was noted that portions of sidewalk in both towns are in disrepair or too narrow to be used. Seth gave a brief update on plans to restore sidewalks in Jericho. The group asked if there were similar plans in Underhill.

David Villeneuve explained plans to open Dickinson Street to two-way traffic. David stated that he would like to see sidewalks constructed on Dickinson Street and connected to other sidewalks in the area. The group discussed whether or not opening Dickinson Street to two-way traffic should result in making Steam Mill Road (River Road) a one-way street. Several felt it would be better to install speed bumps or other traffic calming devices but to continue to allow two-way traffic in front of the schools.

The group discussed speed on Park Street. Brian and Beth noted that many people use Park Street as a cut through and drive very fast. Penny stated that the Towns should collaborate to develop a traffic calming plan for Park Street.

Brian noted that one of the ideas presented at an earlier meeting was to have village gateways. The current 25 MPH speed limit sign is located south of Park Street. It should be moved north to Maple Ridge Road.

Brian noted that Park Street is very straight and that it is easy to drive fast on it. Brian suggested installing speed bumps or similar devices. Nancy stated that planting street trees and allowing on street parking might slow traffic on Park Street. Beth stated that new businesses would put more traffic on the street. David Damkot stated that it would be good to have multiple ways to get to Route 15. The group noted that there should be a stop sign on the southbound lane by the Green in Underhill as there is in Jericho.

The group noted that it is not safe to cross Route 15 and that marked crosswalks are needed. Faith noted that Vtrans is more receptive to the idea that traffic should slow down in Villages now than it was ten years ago.

Eric stated that it would be important to consider the needs of pedestrians in redevelopment of the Mill and other properties. David Villeneuve stated that he planned to have sidewalks on both sides of new streets in the Mill.

Faith noted that, assuming gas prices keep going up, more people will be interested in bus service. Faith noted that service along Route 15 is in CCTA's long range plans. Faith stated that

new lines are created when funding becomes available. If a community plans for service ahead of time, it is more likely that a route will be created. Faith noted that Milton and Hinesburg are two communities who have done this. Hinesburg is currently putting aside Town funds so that the Town will be next in line when funding for new routes comes. Faith noted that she uses the bus to get to Montpelier and that numerous others travel along the route. A feeder from the Village to the Richmond exit may be something worth looking into.

Eric stated that a stop light on Route 15 would help to slow traffic and improve safety. Eric noted that the new stop light in Hinesburg has improved the situation there.

Nancy noted that the dynamic striping in Underhill Center seems to be helping to reduce speed. The group discussed adding a bulb out on the southern entrance to Park Street to force traffic coming off River Road to slow down. Seth asked if people would support a crosswalk in front of the Post Office.

Eric stated that it would be good to have a connection between the Mill and Park Street. David noted that in order to have a village density, a community septic system would be needed. It looks like the best place is on the frontage with Park Street. This would prevent a road from going in there. David stated that he was looking at other options. Beth noted that a pedestrian connection to Park Street could be made even if a road couldn't go through.

David Villeneuve stated that there would be millions of dollars of investment in the Town once the Mill is redeveloped. David stated that it is important to plan ahead how different pieces of this would fit together.

Market Study

Eric noted he had spoken with Bill McMasters about the cost and timeline of the Market Study. Bill had said it could be between \$6,000 and \$12,000 and could take up to 13 months. UVM might provide some money for staff time. Bill would come to the Town to discuss a survey.

David noted that his engineer had sent out a letter asking for a market study and had received four responses. David offered to let the group look at them. Nancy stated that it makes sense for the Towns and property owners to work together rather than duplicating efforts. Nancy, Eric, Seth, and David agreed to meet and compare the proposals with the information from UVM. Seth will give a report back at the meeting on May 20.

Village Center Designation

The group asked that drafts of the potential designation area be presented at the May 20 joint meeting. Faith stated that the joint meeting would be a good time to explain the differences between the Village Center Designation and Zoning.

The group agreed to hold a follow up meeting on May 25.

2
3 **Joint Meeting**
4 **Jericho Selectboard & Planning Commission**
5 **Underhill Selectboard & Planning Commission**
6 **Riverside/Underhill Flats Steering Committee**
7 **May 20, 2010 at 7:00 p.m.**
8 **Underhill Town Hall**
9

10 **Jericho Selectboard Members present:** Tim Nulty (Chair), Catherine McMains, Kim Mercer
11 **Jericho Planning Commission Members present:** Phyl Newbeck (Chair), Stuart Alexander, David
12 Villeneuve

13
14 **Underhill Selectboard Members present:** Dan Steinbauer, Steve Owen
15 **Underhill Planning Commission Members present:** Dick Albertini (Chair), Julie Kelliher, Trevor
16 Squirrel, Sandy Gillim

17
18 **Others present:** Faith Brown (Underhill Interim Town Administrator), Seth Jensen (Jericho Town
19 Planner), Kari Papelbon (Underhill Zoning Administrator), Amy Richardson (Secretary), Faith
20 Ingalshia, Michael Perrault, Barbara Albertini, Glenn Hayes, Jean Archibald, Laura Zambarano, Brian
21 Dreibelbos, Penny Miller, Nancy Geise, Mark Hamelin, Livy Strong, David Damkot, Erik Guildser
22

23 Meeting called to order by Mr. Jensen at 7:13 p.m.

24
25 **1. Welcome and Introductions.**

26
27 The meeting began with introductions. Mr. Jensen went over the agenda of the meeting.
28

29 **2. Update on Riverside/Underhill Flats Community Forum Follow Up.**

30
31 Mr. Jensen gave some background information, stating that in February 2010 two community forums
32 were held regarding the Riverside/Underhill Flats area, hosted by Jericho and Underhill. He referred to
33 the map and explained the area included. He also pointed out key areas on the map.
34

35 Mr. Jensen explained that the future of the area was discussed at the two forums, covering topics such as
36 development, transportation, housing, and more. He said the forums brought together people from both
37 towns and discussed the number of people present at each of the meetings. Mr. Jensen stated that one of
38 the big things that came out of the forums was the community's desire to see more activity in the area
39 and to see the character of the area preserved. He said it is a challenge to manage the different interests,
40 which is why we will need to work together.
41

42 Village Center Designation

43 Mr. Jensen distributed information on the State Village Center Designation. He explained that the
44 designation is a program through the State. Mr. Jensen said the purpose of the program is to recognize
45 and encourage local efforts to revitalize village centers, which are the core area of towns with civic and
46 commercial buildings and residences. He stated the designation makes owners of commercial and
47 multi-family buildings eligible for tax credits and provides a source of funds for improvements on

48 historic buildings. Mr. Jensen said the designation is tied into State funding programs (i.e. the current
49 streetscape project in Jericho) and priority is given to projects in village centers when funds are
50 distributed.

51
52 Mr. Jensen stated that revitalizing costs money and there is not a lot available these days. He said this
53 program helps get it done with less of a burden on the taxpayers. Mr. Jensen pointed out:

- 54 • The designation is not zoning;
- 55 • It doesn't restrict what people can do with their property;
- 56 • It is not a historic district which requires sign off to make changes to a property;
- 57 • It is different than zoning, which can be confusing because Jericho has a Village Center Zoning
58 District, but they are two separate things;
- 59 • It is not a village incorporation, which the State allows (i.e. Essex Junction);
- 60 • It is neither designed to encourage, or discourage, development in the area; and
- 61 • It allows property owners to develop their properties with tax credits.

62
63 Mr. Jensen and Ms. Papelbon distributed draft maps of where the village center could be, for discussion
64 purposes. They noted the area on these maps is broader than it will likely be because the State
65 guidelines are focused toward the civic and commercial core and there are a number of residences in the
66 mapped area. The two maps were discussed.

67
68 Ms. Papelbon noted that at some point the maps will need to be merged to have the same data sets, but
69 for now the two maps are used together. Mr. Jensen explained that about a year ago Jericho applied for
70 the Village Center Designation for Jericho Center and also talked about the Village Center Designation
71 for the Riverside area. He said the State's reaction was that the Riverside/Underhill Flats area is in both
72 towns and an application would need to be from both towns. Mr. Jensen said it has presented a bit of a
73 challenge, but it is a good opportunity to work together on these things.

74
75 A question was raised asking if Jericho has received any grants since it got the Village Center
76 Designation. Mr. Jensen stated that there are two Village Centers in Jericho: Jericho Center, and Jericho
77 Corners (near Joe's Snack Bar). He said the streetscape project that is underway in Jericho Corners
78 received funding as a result of the Village Center Designation.

79
80 A question was raised asking about the methodology used to determine boundaries of the village center.
81 Mr. Jensen stated that the State has clear guidelines on how to match where the civic and commercial
82 core is and the next step may be to have staff get some guidance on that from the State. He said in
83 Jericho Center it was very clear where the line between the village and the countryside would be, but
84 here it is not that easy.

85
86 A suggestion was made that when we go through the Village Center Designation and determine where
87 both towns consider the village to be, that signs be posted to show where the village center is and avoid
88 confusion when talking about areas. Mr. Jensen noted that the designation is about the State's
89 guidelines, not where the towns want it to be.

90
91 A question was raised asking about the difference in the village center and the village center zoning
92 district. Mr. Jensen noted that the designated area will be smaller than the zoning district.

93
94 A question was raised asking about the next steps in the process and a timeline until it is finished. Mr.
95 Jensen stated that the application will have to be endorsed by both Selectboards and they will have the

96 final say in us asking for the designation. He said the next step is to tighten in the boundaries and to get
97 guidance from the State to have a good application. He said once that is done, the boundaries will go to
98 both Planning Commissions and both Selectboards for sign off.
99

100 A question was raised asking who will finish drawing the boundaries. Mr. Jensen stated the two towns
101 will work together through the process.
102

103 Mr. Nulty asked the Underhill Selectboard to comment on their attitudes about the project. He stated
104 that Jericho, generally speaking, thinks it is a no lose situation and potentially free money. Mr.
105 Steinbauer stated Underhill is supportive about taking part in some of the offerings. Mr. Owen said the
106 major points will be the boundary lines. Ms. Papelbon noted that the Underhill Selectboard issued a
107 letter to the Steering Committee in support of the project.
108

109 The area was discussed, including the mix of commercial, civic, and residential in each of the towns.
110 The maps were discussed and it was noted that not all of the commercial and mixed residential buildings
111 are noted on the Underhill map.
112

113 A question was raised regarding the Jacobs property and whether it could be added to the commercial
114 area of Underhill. It was noted that the Jacobs land is privately owned and will potentially be more
115 housing.
116

117 A question was raised as to whether the next step is zoning of a broader area. It was noted that
118 Underhill had recently adopted a new town plan supporting village center development. Another
119 question was raised as to whether the two towns should align their zoning to gain a broader sense of
120 coordination after completing the application.
121

122 Ms. Papelbon stated that the designation does not talk about zoning at all. She said that Underhill might
123 need to look at zoning after this process and compare to what Jericho has done. She noted that the
124 timeline for the application will be after the updated Town Plan is adopted by Underhill. She said they
125 are targeting the end of summer for submission of the application.
126

127 Demographic/Market Study

128 Mr. Jensen stated that the Charrettes that was completed in 2006 had a lot of ideas of what people would
129 like to see in this area, but there wasn't data behind it to determine if it would work. He said they have
130 looked at a UVM department that helps community centers conduct market studies to see what an area
131 can support. He noted that large developers have staff people to conduct studies, but small towns and
132 small business do not and are at a disadvantage.
133

134 Mr. Jensen stated that doing the study as a community effort helps level the playing field. He said they
135 have looked at other options, in addition to UVM. He said they have pooled efforts with Mr. Villeneuve
136 and reviewed some proposals to determine the timeline and the costs involved. He noted the costs were
137 similar to UVM, but the timeline was a little shorter and the methodology was less academic. Mr.
138 Jensen said the next step is to gather more information from a couple of firms and decide how to
139 proceed.
140

141 A question was raised as to whether the information from the Charrettes and from this study will be used
142 to determine what the community wants the area used for. Mr. Jensen said the long-term goal would be

143 to have a Village Center Plan and to determine the types of things the community would support (i.e.
144 bank, credit union, grocery store, etc.).

145
146 A question was raised as to whether significant time was required to do a survey. Mr. Jensen noted that
147 with UVM there is, but private companies are able to get data other ways and it might be a good idea to
148 look at combining the two ways. Mr. Jensen explained the other methods, noting that the companies can
149 access things like demographic information, and certain information about sales from credit card
150 companies, which are tracked by zip code. Mr. Villeneuve expanded on the discussion about the
151 information available from credit card companies. He also discussed his willingness to help with the
152 cost of the study.

153
154 Mr. Villeneuve discussed the Planned Unit Development (PUD) of his property and the potential for a
155 Rehab Gym to be built on River Road between Dickenson and Park Streets. He stated the Rehab Gym
156 application was passed by the town and is now in Act 250 permitting. Mr. Jensen and Mr. Villeneuve
157 explained what a PUD is and why it is beneficial.

158
159 A question was raised as to how a decision will be reached about the market study. Mr. Jensen stated
160 that he is hoping we can put together a brief scope of work that incorporates into the Towns' goals; have
161 a group from both towns review it; and come back to the Selectboards with a recommendation.

162 Transportation

163
164 Mr. Jensen said the goal is to have village streetscapes that look like a village. He noted that on Route
165 15, Jericho's sidewalks are on the north side, while Underhill's sidewalks are on the south side. He said
166 that having a designated area and meetings like this helps our towns to work together.

167
168 Mr. Jensen said during the forums a lot of residents came out and discussed various things. He said that
169 some decisions Jericho makes affect Park Street residents in Underhill, so the towns need to work
170 together. He noted that the towns worked together in 2003 on a grant for the Park Street area and it is a
171 great example how the towns can work together.

172
173 Mr. Nulty noted that the two large properties having potential for development causes changes in traffic
174 patterns. He noted that recently a resident on River Road brought information to Jericho about how
175 changes to Dickenson Street changes have had an impact on Park Street during peak traffic times. He
176 said the Selectboard followed up by directing staff to look again at the idea of opening Dickenson Street
177 to two-way traffic again.

178
179 Mr. Nulty stated that Jericho is going to work with the Metropolitan Planning Organization (MPO) to
180 develop long-range alternatives. He said they are looking into how the area might change to make the
181 intersections improved. He said because of feedback from the community forums, they have asked for
182 more traffic studies of the Park Street area, during peak times. Mr. Nulty said they will try to have a
183 study before school ends and one after school is out to compare the differences. He noted they are also
184 looking at short-term options for Dickenson Street since it seems like actions taken by Jericho have
185 impacted Underhill residents negatively.

186
187 Mr. Jensen discussed the delay in cars being able to move through the intersection, noting the left turn at
188 the Jolley intersection was graded an "F". He noted this does represent a barrier to people now and to
189 development of other properties in the area. He said the issue has also been raised by vTrans.

190

191 A question was raised as to whether a group has looked into the possibility of CCTA transportation. Mr.
192 Steinbauer said that CCTA has plans, but they need town support. He said they are considering a link
193 that would go to Jeffersonville up Route 15. He noted it would be a great opportunity for the village
194 center to have a stop and a Park & Ride.

195
196 Mr. Jensen noted that the Jericho Energy Task Force has talked about looking at places for a Park &
197 Ride. He said that one idea was to look at places in town that have large parking lots, which are not
198 used during commuting hours (i.e. churches).

199
200 A recently added commuter bus line in Milton was discussed, noting that CCTA is only able to add a
201 new line when it receives federal monies. The most recent money was used for Milton and Hinesburg is
202 already working on getting a bus line down Route 116 and have put money in an escrow account for that
203 purpose. CCTA is pretty much our only option because we would want to be part of a network. A
204 discussion was held as to which committee should focus on this issue, with consensus being that it
205 should fall under each town's energy committee.

206
207 Mr. Villeneuve discussed Dickenson Street, noting that he received a project memo stating that Act 250
208 will not pass the permit for the Rehab Gym as it stands, with the present transportation issues. He
209 discussed the 2007 study, noting the average length of time at the intersections in the area. He said if the
210 problem cannot be fixed, then the Rehab Gym will not come to town.

211
212 Mr. Villeneuve stated it would be a shame if the community can't overcome this problem. He said the
213 Rehab Gym is a \$3.5 million project and the whole PUD could be \$40-60 million. He said Dickenson
214 Street is a terrible mess and discussed its history. He presented a proposed redesign of Dickenson
215 Street. He discussed the improvements that could be made to relieve some of the congestion at the
216 Jolley intersection.

217
218 Mr. Villeneuve discussed the cost of the project, stating that he estimates the cost to be \$213,000 and he
219 is willing to cut the cost further in order to move the Rehab Gym project forward. He is asking the town
220 to spend \$100,000. He noted that if the Rehab Gym gets built, the town gets their money back in two
221 years through taxes.

222
223 Mr. Villeneuve discussed where the sidewalks would be moved and about the rights of way on his
224 property. Mr. Nulty stated the Selectboard is generally in favor of this project, but the problem is the
225 money. He said the town doesn't have the money in the budget and we will have to think about how to
226 share the cost. Mr. Villeneuve discussed the costs further and how the project could be completed in as
227 little as three weeks.

228
229 Mr. Jensen noted that the meeting was nearing its end and said that Mr. Villeneuve and the Selectboard
230 would need to set up a time to discuss the matter further. He asked if there were any other questions.

231
232 The Town Planners took a tour of the Dickenson Street area recently and it is hard to see a negative from
233 the plan, other than the money piece. The cost of working on Dickenson Street was discussed further.

234
235 The meeting adjourned at 9:05 p.m.

Riverside/Underhill Flats Community Forum
June 9, 2010

Present: David Villeneuve, Eric Avildsen, Nancy Spier, Faith Ingulsrud, Nancy Geise, Bernadette Howard, Kari Papebon, Penny Miller, Seth Jensen, Peter Booth, Bill Frank, Tim Nulty

Village Center Designation

Seth Jensen and Kari Papebon presented a draft boundary of the Village Center Designation. Peter Booth noted there are a few areas that are part of the village that were not included. Nancy Spier stated that children from Packard Road walk on Raceway Road to avoid traffic on Route 15. The group agreed that the boundary should be extended farther north on Route 15 to include the gas station in Underhill.

The group discussed whether or not the Jeri-Hill Senior Housing should be included. Faith Ingulsrud stated that the Village Center program is designed for revitalization of existing properties, not new development. Faith said that open land adjacent to the designated area could be designated as a Vermont Neighborhood. David Villeneuve stated the boundary should be drawn big enough for the village to grow. Bill Frank stated that the boundary was meant to follow the core of the village and that the gas station is part of the core while the senior housing is not as much a part of the core. Peter stated that the gas station in Underhill feels like a “gateway” to the village.

Nancy Spier stated that the designated boundaries on Route 15 would help to define where to do traffic calming. David stated that the rivers are the natural boundaries. David stated that it would be advantageous to the Town to try to have a larger boundary.

Tim Nulty stated that the Towns should put in as much as they feel is naturally part of the village. The boundary should be drawn where people feel like they are entering the village. Bill stated that the boundary should be drawn using consistent criteria. Faith noted that the State has specific criteria that the boundary must meet and that the Towns should be prepared to see questionable areas excluded. Nancy Spier stated that the Riverside village isn't as clear as Jericho Center.

Faith stated that the Town could try to make the argument for including other areas, but this could result in negative staff notes and make getting designation more difficult. Eric stated that the Town could apply for the obvious areas and then ask for others to be included in the future if it made sense.

David stated that the houses south of Jolley's in Jericho had a history of being commercial. One was a blacksmith shop at one point. The zoning allowed mixed use in the area.

Staff will incorporate the discussion into the proposed map and present it to the two Selectboards. The goal will be to have a boundary ready for August.

Market Study

Seth noted that he, Nancy, Eric, and David had met to look at proposals for a residential market study. They had discussed drafting a scope of work for a study that includes both residential and commercial and will look at the whole village. Seth noted that he had put together a draft RFP which would be sent out to a few possible contractors to get an idea of the cost range.

David stated that he had looked at doing a market study himself for just his property, but with the Towns considering doing something for the whole village, it makes sense to work together. The group discussed what types of information would be looked at and what the goals of the study would be. David, Eric, and Nancy will look at the draft and send comments.

Eric noted he had spoken with Bill McMasters about the cost and timeline of the market study. Bill had said it could be between \$6,000 and \$12,000 and could take up to 13 months. UVM might provide some money for staff time. Bill would come to the Town to discuss a survey.

David noted that his engineer had sent out a letter asking for a market study and had received four responses. David offered to let the group look at them. Nancy stated that it makes sense for the Towns and property owners to work together rather than duplicating efforts. Nancy, Eric, Seth, and David agreed to meet and compare the proposals with the information from UVM. Seth will give a report back at the meeting on _____.

Next Steps -- Transportation

Seth and Kari noted that Vtrans had a grant program to develop local park and rides. This was one of the ideas that was mentioned at the community forums. The group discussed various potential locations. The deadline for the application is late June. The group felt it would be difficult to get something ready for this year but that it could start planning for an application next year.

The group discussed plans for the summer. The group discussed meeting on a regular basis during the summer. Each night would begin with walking different road segments in the Village and discussing possible transportation ideas. These would be consolidated into projects that the Towns could pursue. The group discussed purchasing food from local businesses on each segment. The group felt that Thursday would make the most sense for these meetings.

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Riverside/Underhill Flats Community Forum
July 15, 2010

Ideas for Traffic Calming on Park Street:

Speed Bumps

Plows don't like them. what about removable bumps? Or more gentle ones like in Burlington.

Cross Walks - Particularly with the yellow plastic Markers in the middle of the road and painted stripes - like this (sorry about the poor picture)



3 cross walks, one at the **Post Office**, one at **Depot Street** (at Jacob's parking lot) and one at the **Church** on the Route 15 end connecting eastside sidewalk and church

Reconfigure intersection with River Road

narrow the intersection significantly to force drivers to turn on a more 90 degree angle curbs

Move the westbound 25 mph sign east to the junction of Maple Ridge Road (across from the eastbound 40 mph sign) making it clear that it is 25 mph at the beginning of Park Street from both directions

Plantings - all along Park Street to promote sense of village

Stop Sign at the Village Green end of park Street.

Across from Church, to force southbound route 15 traffic to stop prior to entering Park Street heading south

Curbs - both sides of the street where possible.

Fix **sidewalk** outside Fairpoint - it fills with water when it rains. (whose responsibility?)

Riverside/Underhill Flats Community Forum
July 29, 2010

Transportation Ideas on River Road;

Need to develop easy access for kids in the village to cross River Road to get to schools. Improve crosswalks. Add in-road crosswalk sign, or LED enhanced warning signs. Is a bridge from the saw mill over the road feasible?

Where does the second crosswalk go? Good site distances, but no connecting path. It appears that there is a foot path leading to the school. Consider upgrading surface. Path was mowed at one point.

The first cross walk has poor site distance. It is easy for drivers to miss kids in it and for people in crosswalk not to see oncoming cars. This should be improved if Dickinson Street is upgraded.

The two Towns do not set the 25 mile speed limit at the same location. Cars going south may travel at 40, while cars going north are at 25. The 25 mile speed limit should start before Park Street.

Should new sidewalks be built for both bikes and pedestrians? This would require a much wider sidewalk. There should be a connection for bikes and pedestrians between Park Street and River Road as part of the Saw Mill's street network.

It is easy to miss Park Street when driving south from Underhill Center. Narrow apron and realign curve to make more of a 90 degree intersection. Consider adding curbing or lighting to better define Park Street/River Road entrance. The wide apron encourages people entering Park Street to continue driving at high speeds.

Install village gateway sign – Welcome to Riverside/Underhill Flats, possibly on cemetery property. Consider planting beds on cemetery property between fence and road to give feeling that cars are leaving the open road and entering the Village.

Consider relocating street sign to other side of Park Street?

Consider speed feed-back signs throughout village.

Will speed increase if Dickinson Street is opened up to two way traffic? The road would be a straight line to Route 15. Stop light at Route 15 may reduce speed.

Riverside/Underhill Flats Community Forum
August 5, 2010

Transportation ideas on Route 15;

Village Gateways -- Should have village gateway signs on both north and south ends of the Village. The bridges form good, natural gateways. The signs should be before the villages to alert motorists that they are entering a village. "Dress up" bridges to make them serve as a gateway. Add street lighting and cast iron railings. (See Bristol) Consider this as an alternative to street lighting throughout the Village.

Speed -- The speed limit should be 25 miles per hour uniformly through the village. Cars going north do not really slow down until after they have passed the corner of River Road and Route 15.

Streetscape -- Develop uniform streetscape (including street trees and lights) throughout the Village. There was disagreement among the group as to how much street lighting was needed and where street lights should be placed.

Sidewalks/Crosswalks -- There was concern about the location of the crosswalk between Jolleys and River Road and whether or not it would be better placed across from Mills Riverside Park. The sidewalk at the park should also be extended so that pedestrians aren't walking in the driveway. Consider putting a blinking yellow light at corner of River Road.

Long term, build sidewalks on both sides of Route 15. Cut vegetation back so that it does not block views of the road. Sidewalks should be high enough so that water doesn't pool in them.

Repaint sidewalk to Park Street on Jericho end. Add a crosswalk to Park Street on the Underhill end. Upgrade/repair the existing sidewalks in Underhill. This may require curbing in some places, particularly where existing buildings are close to the road on Park Street.

Riverside/Underhill Flats Community Forum
September 2, 2010

Present: David Villeneuve, Eric Avildsen, Faith Ingulsrud, Nancy Geise, Miller, Seth Jensen, Jill Avey

Group Structure

Seth Jensen asked if anyone would be willing to serve as a chair/facilitator of the group. Seth asked if anyone would be willing to serve as secretary (keep minutes) or coordinate information on the web. Faith Ingulsrud stated that she would be willing to keep track of information on the web.

Village Center Designation

Seth stated that the application for Village Center Designation had been submitted to the State, and a hearing has been scheduled for September 27, starting at noon. Faith stated that it would be helpful to have a member of the Selectboard present for the hearing.

Market Study

Seth stated that ten firms had submitted proposals for the Market Study. Nancy Geise and Eric Avildsen are reviewing the proposals. Jill Avey stated that she had experience with surveys and research and could help look over them. Nancy and Eric stated that there was a very broad range of proposals in terms of detail and cost. Faith stated that she would put together a scoring sheet and would contact local references for some of the firms. David Villeneuve stated that he felt the market study is very important and still wants to work for the Town, but that it would need to begin soon.

Summer Walk and Talks

Seth presented a map showing projects identified for the summer walk and talks. Seth noted that some projects could be implemented by the Towns without much cost, while others would be more expensive. Seth noted that the Historic Trust of Vermont has grant funds available for street trees in Village Centers, but that an inventory and planting plan is required. Seth said that putting together an inventory and plan could be a fall project.

Seth noted that the crosswalks on River Road and Park Street are under the Towns' jurisdiction, while crosswalks on Route 15 would require Vtrans approval. Eric suggested gathering information on the cost of various crosswalk markings and comparing them at the next meeting. Eric stated that the group could work toward finding the most practical ideas that could eventually be proposed to the Selectboards.

Master Plan

Faith stated that there are two seminars on "form based planning" happening in September. Faith stated that the charrete drawings, walk and talk map, and other ideas could be incorporated into an overall master plan. Faith stated that doing a good amount of work in a short time was more likely to keep people's interest. David stated that he was in the process of adding more detail to his conceptual plan to present to banks.

Master Planning Options for Underhill Flats/Riverside

April 14, 2010

Desired Outcomes

Produce a coordinated plan, endorsed by affected landowners, and adopted or referenced in some way by both town plans, capital budgets and bylaws.

- **Simple conceptual plan** focused on providing a framework for circulation (roads, paths, etc.) and identifying any facilities requiring coordination between property owners or any public investments (wastewater disposal areas, view corridors, pocket parks, storm water treatment, etc.).
- **Hybrid** - Simple conceptual plan for the village as a whole with much greater detail for lumberyard and other develop-able properties (if desired by landowner).
- **Detailed plan** - Physical plan for village-wide development that offers enough detail to determine the range of building dimensions and forms that the towns desire.
- **Other?**

Process

Study the plans produced for the 2006 design workshop (charrette), refine those plans with new information and the goal of arriving at two or more alternative scenarios and then further refine to arrive at one that will be recommended to the towns for adoption.

- **Low cost and effort** – Master plan committee will review previous plans, collect any additional pertinent information and produce alternative scenarios for public comment and then selects one to further refine and present to towns.
- **Moderate cost and effort** - Short, one or two day charrette with mostly volunteer designers and full public involvement to develop scenarios. Master Plan committee will then further refine and obtain public input.
- **High cost and effort** – Obtain grants to hire consultants that will work with Master Plan committee to produce alternative scenarios, conduct public outreach (including possible charrettes), integrate public comment and produce a recommended master plan.
- **Other?**

Resources/Funding

- Local volunteer talent – who and what can they do?
- Town budgets in FY10 and/or FY11?

- Landowner/private contributions?
- Possible opportunity to organize a Charrette this June with volunteer professional assistance from around the state and beyond.
- Professional organizations (VAIA, VSLA, VPA) may be willing to help organize and help with a Charrette.
- CCMPO and/or CCTA, may have federal funding available in the next fiscal year for planning projects that focus on Transit Oriented Development (TOD).
- Municipal Planning Grant - if funding for the program is provided in 2011 state budget.
- Local fundraising event.
- Other?

Legend

- 1 Commercial
- 2 Live/Work
- 3 Family/Senior Detached Housing
- 4 Family/Senior Multifamily Housing
- 5 Rehab Gym/Fitness Center
- 6 Neighborhood Center or Artist Studios
- 7 Parking
- 8 Existing Buildings
- 9 Park/Community Septic/Farmers Market
- 10 Water Feature/Skating Rink

-  Pedestrian Traffic
-  Vehicular Traffic



Overviews of townships of Greece. All roads, streets, roads, and other recommendations and information provided by the consultant are intended as recommendations and not a guarantee of performance. The consultant shall retain all common law, statutory and other reserved rights, including the copyright therein.

Underhill Flats/Riverside Village Planning Group – PROPOSED WORK PLAN
3/18/10 DRAFT (For Discussion 3/23/10)

GOAL	TASK	RESPONSIBILITY	TIMING	RESOURCES	NOTES
1. Obtain Village Center Designation	a. Meet with Jericho and Underhill Selectboards to obtain support for seeking designation.	Village Steering Committee	Begin immediately		
	b. Get a parcel map and other GIS Data from towns and meet to lay out initial boundary.				Town or local private contractors may be able to provide mapping services.
	c. Meet with state DOWNTOWN Program staff to discuss boundary and any designation issues.			DEHCD DOWNTOWN Program	
	d. Publicize and conduct a public meeting to discuss designation and present initial boundaries.				
	e. Meet with individual landowners as needed.				
	f. Obtain final support for proposed designation from the two Selectboards and submit application to Vermont DOWNTOWN Board.			Complete by July 2010	
2. Determine size of Village and compile outreach information.	a. Decide for purposes of master plan and other goals, what the boundary of the Village will be and map it.	Village Steering Committee	Begin immediately		Size of village for planning purposes will be larger than the designated village center and may or may not conform to the village center zones in the town plan/zoning maps.
	b. Work with towns to compile a comprehensive list of village residents and businesses for use in outreach. To the extent possible, obtain email addresses to improve contacts.	Identify a member who will be in charge of maintaining the list.			
	c. Compile a media outreach checklist for publicizing all village planning activities including newspapers, two towns online, cable access, bulletin boards, etc.				Provide the list to all subcommittees and use to publicize all village events.
3. Conduct a market and demographic study, including a survey of residents & businesses.	a. Develop an outline of what the towns/village hope to accomplish by conducting the study and survey. Obtain one or more cost estimates from consultants for preparing the study and guiding the survey.	Village Steering Committee and possibly a subcommittee assigned to this task	Begin immediately	UVM Extension - Bill McMaster	
	b. Meet with Jericho and Underhill Selectboards to confirm support for study, including financial				Selectboards from both towns offered support for study prior

Underhill Flats/Riverside Village Planning Group – PROPOSED WORK PLAN
 3/18/10 DRAFT (For Discussion 3/23/10)

	support.				to forums.
	c. Determine if additional funds are needed and identify sources.				
	d. Identify consultants				
	e. Complete Study				
	f. Disseminate results of the study		Complete by December 2010		
4. Prepare a physical Master Plan for the Village	a. Recruit help from residents of the town and others with expertise	Master Plan Subcommittee	Begin immediately		
	b. Evaluate approaches to master planning, determine best option and develop a work plan and budget.				Meet with steering committee to go over work plan and budget.
	c. Seek funding through grants, town support and other sources.				
	d. Work with towns to contract with consultants if needed.				
	e. Conduct a robust public participation program				
	f. Meet with landowners, concerned citizens, etc. as needed.				
	g. Complete master plan and meet with town selectboards, planning commissions and major landowners to discuss implementation steps.		Complete by May 2011		Steering Committee assumes responsibility for guiding next steps.
5. Develop a Village Transportation Plan	a. Recruit help from residents of the town and others with expertise and/or interest	Transportation Planning Committee	Begin immediately	CCMPO	
	b. Review past studies and identify transportation issues to address				
	c. Set priorities				
	d. Implement projects		On-going		

Underhill Flats/Riverside Village Planning Group - PROPOSED COMMITTEE STRUCTURE
3/18/10 DRAFT (For Discussion 3/23/10)

Organization/ Committee	Time Commitment	Responsibilities	Composition	Village Steering Committee	Initially form the Steering Committee as an ad hoc group by those attending the Village Planning Meetings. Eventually develop a formal organizational structure with rules of procedure for replacing members, electing officers, etc. Determine whether or not to become a formally appointed committee of the two towns or an independent advocacy organization.	Appoint a chair who will report to the Village Steering Committee. Steering Committee will be responsible for any coordination with Selectboards on any issues requiring town support.	Eventually the Transportation Subcommittee may merge with the Steering Committee or could become a separate advocacy organization (if Steering Committee becomes an entity of the towns)
	On-going, starting immediately	<ul style="list-style-type: none"> Coordinate all village-related activities including overseeing and recruiting for subcommittees Advocate for village before town and state Obtain Village Center Designation Conduct market analysis and survey Create organizational structure Prepare an annual work plan Respond to village issues as they arise 	2 residents of the village 2 business people from the village 2 representatives of the towns (1 each from Jericho and Underhill and coordinating with their Selectboard and Planning Commission) 1 at-large member	Village Steering Committee		Start immediately and complete work within a year or less.	Review all transportation studies and plans to date Determine priorities for traffic calming, pedestrian facilities, park and ride, intersection improvements. Coordinate with town, regional and state entities to obtain funding and implement projects. Coordinate with the Master Plan Committee Educate and inform residents of options for improvements. Advocate for transportation improvements in permitting
	On-going, starting immediately	Oversee development of a physical master plan for the village.	Help towns and landowners understand how to implement the master plan.	Master Plan Subcommittee		Whoever will agree to serve – including some from both towns. Recruit people with specific expertise.	Recruit people with specific expertise. Ideally include a member of the planning commission from each town and a member of the Village Steering Committee. Whoever will agree to serve – including village residents from both towns.
	On-going, starting immediately	Review all transportation studies and plans to date Determine priorities for traffic calming, pedestrian facilities, park and ride, intersection improvements. Coordinate with town, regional and state entities to obtain funding and implement projects. Coordinate with the Master Plan Committee Educate and inform residents of options for improvements. Advocate for transportation improvements in permitting	Whoever will agree to serve – including village residents from both towns.	Transportation Subcommittee		Recruit people with specific expertise. Ideally include a member of the planning commission from each town and a member of the Village Steering Committee and a member of the Master Plan Committee.	Recruit people with specific expertise. Ideally include a member of the planning commission from each town and a member of the Village Steering Committee and a member of the Master Plan Committee.

