

**TOWN OF SHELBURNE
PLANNING COMMISSION
MINUTES OF MEETING
November 14, 2013**

MEMBERS PRESENT: Brian Precourt (Chairman); Kate Lalley, Dick Elkins, Ron Bouchard, Ann Hogan, Jaime Heins, Dan Burks.

STAFF PRESENT: Dean Pierce, Town Planner.

OTHERS PRESENT: Lee Krohn, Tim Guiterman, Kim Potter, Patricia Ireland, Larry Williams, Barbara Johnson, Bill Stuono, Demi Simons, Janice Nicklas, Katelin Brewer-Colie, Sara Blum, Stephen Selin, Janine Jacobs, Gail Albert, Darienne Oaks, James Bissonette, Michael Bissonette, Michael Richards, Susan Grasso, Doris Sage, Dave Marshall, Fritz Horton, George Mills, Denis Barton, Graham Goldsmith, Jr.

AGENDA:

1. Call to Order
2. Approval of Agenda
3. Approval of Minutes (10/24/13)
4. Open to the Public
5. Challenges/Opportunities: Shelburne Road Form Based Zoning Project
6. Zoning Issue Discussion
7. Other Business/Correspondence
8. Adjournment

5. CHALLENGES/OPPORTUNITIES: SHELBURNE ROAD FORM BASED ZONING PROJECT

Brian Precourt recused himself from the Planning Commission because he owns property on Route 7. Kate Lalley assumed the duties of chair and spoke about the value and potential in the Route 7 corridor targeted for the new approach to zoning. Dean Pierce added the goal is to advance recommendations in the “Vision for 7” report of 2011 and create a master plan and regulating plan from which a form based code proposal for the Route 7 corridor north will be drafted. Consultants for the project were introduced: Jim Donovan, landscape architect with Broadreach and Ted Brovitz, planner with Howard/Stein Hudson. All in attendance were invited to participate on the project steering committee. Comments and questions about the form based code project on Route 7 were addressed and the following noted:

- Route 7 will continue to be a through route. How traffic is handled and if this is being done adequately will be reviewed.
- Euclidean code regulates use of land. Form based code focuses on form of development and what a building will look like, where it is located, and such. Uses are tertiary considerations with form based code, but there are some limitations.
- There will be public education about form based code and a design charrette showing different scenarios of the vision for the corridor.

- The vision by the community will drive the design and location of buildings and the uses.
- The vision gets translated in the land use regulations.
- The area should be walkable, safe, and convenient for bicyclists and pedestrians.
- Critical mass needs to be created to make the Jelly Mill economically viable.
- A blend of commercial and residential is good, but the Route 7 area is noisy with truck traffic.
- Connection between residential neighborhoods is good and keeps the children off major roads.
- Incentives could include density bonuses for the types of mixed use development (multi-story with residential above and commercial below) that the town wants to see.
- Route 7 parallels the lake though most travelers on the road do not realize this. The lake is an important part of what makes Shelburne what it is. There should be a connection between the corridor and the lake.
- Most of the land along Route 7 is private property and conserved land.
- A visual preference survey was conducted to get an idea of what people want the buildings in the corridor to look like. The information will be integrated into the code.
- There are examples of urban renewals in other areas of the country using form based code, such as Saratoga Springs, NY. Buildings in Woodstock, VT reflect the vision for Shelburne.
- With the change in zoning the town should consider incentives for ‘green’ (solar) buildings.
- Methods for handling storm water in a naturalized manner should be incorporated.
- Building a large “sea of parking lots” or extensive impervious surfaces should be avoided.
- Details regarding amount and placement of parking can be built into the standards. The amount of needed parking depends on the situation.
- Signage can be a unifying element.
- Projecting Shelburne in the corridor so travelers know they are in Shelburne versus South Burlington would be good.
- Shelburne is a community where people want to walk from place to place and meet others. The Route 7 corridor portion of Shelburne does not readily allow for this type of activity.
- Places are needed where people stay for a while, not drive to then leave.
- The idea of connectivity should be reinforced. The town is almost walkable, but people are getting older so transportation links to keep people connected must be included.
- The town center should be clearly defined.
- Shelburne is its natural beauty. The town also has three destination sites including Shelburne Farms, Shelburne Museum, and Shelburne Vineyard.
- Route 7 is a high volume corridor so there should be large scale commercial with the ability to park once and walk to several places. Housing should be added. Neighborhoods bring the need for restaurants, post office, and other services.

- Affordable housing to attract young people to the area should be a consideration.
- The focus should be on housing growth in the corridor to relieve pressure on rural areas in town.
- The corridor is mixed use with 300 houses (very few apartment buildings and some elderly housing) and 750 houses feeding into the corridor (the housing developments run parallel to the corridor and are not visible).
- The new building at the Shelburne Museum is an excellent example of what can be achieved aesthetically (i.e. modern building that does not “scream different from the other buildings along the road”).
- If there was not so much traffic people could cross Shelburne Road from the museum to shops appealing to tourism yet still connected to Shelburne Museum.
- Climate and walkable distance are considerations.
- Maps showing occupied/unoccupied buildings along the corridor would be helpful in considering the economic viability of a location.
- The area should be “pretty” with flowers and attractive streetlights. Businesses might sponsor plantings and gardens. Plaques could be posted to recognized sponsors.
- Route 7 as a major state road is a good platform to enhance because there are already sidewalks, planting strips, bike lanes, grassed center median, and bus shelters.
- VTrans should be involved to advise on what can be done in the corridor of a state road. Representatives from the steering committee can meet with VTrans for information and feedback before the charrette if possible.
- Dumpsters for buildings in the corridor should be out of sight. Form base code addresses consolidating and screening dumpster areas.
- Route 7 is a division of the town so connectivity is needed. Route 7 should be made into a unifier of the town.
- There are a number of vacant buildings in the corridor, some more attractive than others. These buildings should be converted to multi-use.
- The perspective of older (senior) and younger citizens in Shelburne on needs and view of the town is needed. Input is also needed from key stakeholders. Groups to be interviewed for input include landowners, rotary club, senior center, school, bike clubs.
- A pedestrian crossing is needed such as a bridge over or under the road for uninterrupted travel and to be off the grade of the traffic.
- The potential of Amtrak service on the rail line through the corridor by 2017 needs to be noted.
- Dorset Street has been amazingly enhanced and transformed by undergrounding the utility lines. The long Route 7 corridor is filled with utility lines. Utility lines and poles can also be hidden behind buildings.
- Signage along Route 7 for traffic needs critical review.
- Language should be included in the evaluation criterion pertaining to distinct land use patterns to say “degree to which the proposed design element enhances the overall design concept for the corridor”. The road through Shelburne Farms is a good example of a road moving through the landscape.

- School children are the future and should be involved in a student design charrette or contest on the vision for the corridor. High school students could help facilitate the charrette and help the younger students. High school seniors at CVU must do community service as part of their graduation requirements and helping with the charrette may provide that opportunity.
- Design review purview should be expanded to include the Route 7 corridor or even the entire town.
- Environmental constraints in the corridor include rare, threatened, endangered species, deer, floodplain, wetlands, the river.
- Storm water causes erosion and sediment to drain into the lake. Green solutions for drainage, such as storm water ponds, green roofs, and such should be considered.
- There is prime ag land in the corridor which could be used for community gardens or other use that fits into the image of the area.
- Issues with current zoning regulations include 20,000 s.f. lot with 30' front setback and 15' side and rear setbacks and 100' setback if abutting residential plus the building envelope and lot coverage all limiting development of the lot.
- How resources in the Route 7 corridor relate to existing resources in the village should be looked at to get better integration with the village.
- There should be focus groups in the neighborhoods along Route 7 for input.
- There should be connectivity to other recreation and natural resources and paths in town.

The meeting schedule for the steering committee, working group and public involvement meetings was provided. Brian Precourt returned to the Planning Commission and resumed the duties of chairman.

8. ADJOURNMENT

**MOTION by Ron Bouchard, SECOND by Dan Burks, to adjourn the meeting.
VOTING: unanimous (7-0); motion carried.**

The meeting was adjourned at 10:10 PM.

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