

**“A Vision For Route 7”**

**INTERVIEW NOTES - SHELBURNE FARMS**

Alec Webb and Rosalyn Graham  
January 26, 2014

Alec took the lead in the discussion and Rosalyn provided back up info.

Some concepts for improving Route 7 – Clustering mixed use activities, better informational signage, more affordable housing.

Mimicking or alluding to the architecture of Shelburne Farms in new structures along Route 7 would not be an objective of the Farm but using some of the concepts could result in appealing architecture, such as the Shelburne Vineyard building. Significantly increasing visitor numbers will not really advance the Farm’s overall vision, which is to develop far-reaching education programs while making the property accessible to the local community.

They would be supportive of a welcome center that features info and products of the many great organizations and businesses in Shelburne.

They are definitely in support of creating a more vibrant, interesting Route 7 corridor.

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**INTERVIEW NOTES - DOLAN FARMS**

Brian & Ed Precourt  
February 4, 2014

They are OK with adding smaller buildings behind the existing barns for residential or small business use but not very interested in adding buildings closer to the road. It is hard to find anyone interested in living in the existing house on the property that is close to Route 7

They had not contemplated residential uses on the larger parcel currently in agricultural use but it might be an option if there is increased density possible with FBC. Even with that, it would not be their first choice. The conference center is more in line with their thinking, which is to do something special with the land. They would prefer the development closer to the road. They think that putting it so far back on the property isolates it and makes it hard to sell to developers.

The next parcel to the south would be better for housing. Maybe restructuring the school property might help with better development of a school and adjacent housing.

The current zoning has gotten better in the past few years. It has been a struggle to get things approved in the past.

They have an interest in the corridor as landowners and as residents. It's the reason they spent money on restoring the Farrel house. They would like to see improvements in the corridor but would also like the existing uses to remain. They are a bit resistant to the monolithic structures all lined up along the road.

The current PUD guidelines don't take into account that agrarian architecture could fit into the corridor. It wouldn't meet current glazing requirements. Design restrictions can keep development from happening or result in products no one likes.

The roadway link to Spear Street is OK but it would be better from the Farrel property. It could use the old road by the cemetery near Spear Street.

They are hoping to get the ability to go vertical with development. Keeping the view open and accommodating additional storm water treatment are OK if there are added incentives for development.

It may be difficult to maintain the view across the flood plain over time because when the cows are not grazing the area, the trees will eventually return. There is little chance of the Precourts keeping the cows on the site long term. (There was no discussion of the potential for others to maintain an agricultural use in conjunction with other development.) The effort associated with the cows is big.

Public paths on the property would be OK but probably not in the floodplain, due to the maintenance issues and potential state restrictions. The School property could be a central hub for trails in the future, assuming a school eventually goes there.

The speed on Route 7 is an issue to creating a walkable neighborhood.

They hope that distressed properties will be examined closely for incentives.

It may be appropriate to add the Shelburne Campground into the mixed use or FBC area.

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**INTERVIEW NOTES - AUTOMASTER**

John Dubrul III  
February 6, 2014

The notes on the side wall during the charrette were good; they got your thinking about the area.

Changing the parking at the corner of Bay Road will not happen soon. The Town needs to make up its mind on what it wants and then stick with it for the long haul.

The whole edge of the property they won't be using because of the wetlands but paths and trails through it may be possible. They are OK with having additional traffic on their road to serve other buildings but they are not looking to put in any more large structures at this time.

The use of the corner of the property near the intersection might be usable for a small community structure. It would probably be better as a seasonal thing, not open in the winter. They might be able to provide some parking for the structure on their property as well.

The visibility to the lake is not possible now due to the trees. Other neighbors would need to trim theirs in order to make the lake visible.

They no longer have a crossing of the railroad. They gave it up.

Adding more street trees, now small decorative trees, along Route 7 is OK with them. They understand that their buildings would be visible under the trees when they mature. That is not the case with the smaller trees.

Building signs need to be considered. They help to create a vibrant community but now they are limited to having either signs on the buildings or signs by the road. Try to have it easier to see signs from the road.

Automaster wants a vibrant, vital road. There needs to be a reason to come to this portion of Route 7. The strict regulations have slowed development, limiting the uses that attract people to the area. Good restaurants and interesting shops bring people into the area. The Town seems to be very strict on some things and very loose on others. There does not seem to be consistency now so having a more consistent set of regulations with good enforcement will help.

Zoning enforcement is hard. Now there are good buildings next to bad buildings.

Thinking everything will be redone may not be realistic. The buildings up front near the road idea may eventually stop as the next round of zoning changes everything again.

More streetlights would be very helpful. No lights make it look dead at night. It looks like drivers have entered into a bedroom community that is dead at night.

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Town of Shelburne  
Commercial Corridor Charrette, Regulating Plan  
& Form-Based Code\*

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**BROADREACH**  
Planning & Design

PO Box 321  
Charlotte, Vermont 05445  
802-425-5061

**INTERVIEW NOTES - DUTCH MILL**

Mike Bissonette  
February 12, 2014

Mike sees Route 7 as more business and people friendly now than it used to be but there is still room for improvement. Their business is OK now but they would love to have enough business to need to pay a lot of taxes to the Town!

He hopes that the Town and the zoning don't go back to the way it used to be a few years ago.

They hope to preserve the restaurant but add a motel or hotel around them. They would have a problem with either of the plans developed at the charrette. They don't want Route 7 to turn into Williston, however. He thinks growth and development could be done better than that.

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**INTERVIEW NOTES - REDSTONE**

Larry Williams  
February 14, 2014

The success at this point of Shelburne Commons is due to realizing early on that retail wouldn't work and that a more service/office/school combination would be better. They have not been trying to bring it back to retail because they have not seen a demand for retail in that location. They have thought of residential uses in the back, most likely rental, in the open space. The open space in the rear of the property is also desirable for the school, so they would need to preserve at least some of it big enough to be useful to the school. They have not contemplated more buildings in the front but that was because it was not possible under current zoning.

Larry thinks that the corridor WOULD look better with more buildings up close to the road.

Adding residential to the Rice property as shown in one of the options would be good but he thinks that larger buildings with from 6 to 8 units in each would be more appropriate than the seemingly smaller buildings shown on the plan.

They have considered a hotel opportunity in Shelburne but have not been able to convince themselves that a hotel is economically feasible. Rutland commissioned a feasibility study to show that a hotel was economically feasible in the downtown area in order to encourage a developer to take on the project. Shelburne may want to look into doing that as well if they are serious about the conference center concept. He thought that the study would cost about \$10-15,000. He agrees that a hotel/conference center would be a good use/catalyst for the corridor.

Rents of \$10/SF are not sufficient to drive new construction. The rents in the area would need to be more per SF to justify constructing more buildings. He is not convinced that the market is strong enough yet to support much new office/commercial development.

They are open to allowing internal vehicular connections to the properties on either side - Rice and Yankee Doodle. There must be a mechanism for sharing impacts but he likes the second access geometry it allows.

Aesthetics is important, including trees in the median and trees adjacent to the sidewalks. The corridor needs more trees. The Town may want to look into creating a Route 7 Improvement District to maintain the trees. A consistent “look” and good design is also important.

Harbor Industries area - only the front property is really visible from Route 7 and should probably have a use that could benefit from the exposure rather than the industrial that it is now. There is land to the south of the building that could be developed as well - maybe retail and restaurant in front and more warehouse/industrial in back with a higher density overall would help justify redevelopment in this area.

The entrance is the driveway into Arrowhead Park on the other side of the tracks. This area could be developed as residential or commercial/industrial but the soil bearing capacity is low so any development might be difficult.

There are other opportunities for better development elsewhere in the corridor. What would traffic issues be for redevelopment potentials?

Uniform signage would be great as long as some differentiation is possible. He does not mind the Town imposing more definitive design criteria, including signage criteria.

He wonders how appeals work under the FBC. How would opponents be able to appeal a decision.

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