Village of Essex Junction
Comprehensive Plan Update – 2013

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Teresa Hass, Assistant Zoning Administrator
Patricia Benoit, Administrative Assistant
Cindy Delibac, Assistant to Finance Director
James Jutras, Water Quality Superintendent
Rick Jones, Public Works Superintendent
Penny Pillsbury, Library Director

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Contributors

Village of Essex Junction

Jeff Arango
Robin Pierce, Development Director
Lauren V. Morriseau, Finance Director
Teresa Hass, Assistant Zoning Administrator
James Jutras, Water Quality Superintendent
Rick Jones, Public Works Superintendent
Penny Pillsbury, Library Director
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Chapter I
Introduction to the 2008 Comprehensive Plan Update

1. **Purpose:**

In accordance with state statute (VSA Title 24, Chapter 117), the comprehensive plan shall be updated every five years.

The goals of the 2008 update are to:
- Define/update Essex Junction’s priorities, goals and strategies for the next five years and beyond;
- Update information regarding data, current issues, development, events etc.;
- Review the accomplishments of the last five years.

2. **Process:**

The 2008 plan update is an opportunity to identify progress on planning issues for the previous five years and set the community’s goals and priorities for the next five years with an emphasis on specific implementation tasks. The Planning Commission is accepting public comment at all regularly scheduled Planning Commission meetings throughout the update process. The formal public hearing process will be conducted in the Fall/Winter of 2007/2008.

3. **The Next Stage:**

After the Comprehensive Plan Update has been adopted, implementation will follow. The following mechanisms will help realize the Plan’s goals and strategies; as such, they are only possible after the Village has an approved Comprehensive Plan:

- An Update to the Land Development Code;
- Special projects and Studies as outlined in the Plan and the RKG Report
- Capital Improvements Plan/s (C.I.P.);
- Capital Budget Plan.
Chapter II
General Planning Background

1. **What is a Comprehensive Plan?**

A comprehensive plan is an official public document adopted by the local government as a policy guide to decisions about the physical development or redevelopment of the community. The comprehensive plan outlines how the village wishes to develop in the next five years. Policies in the plan will guide the community in decision making deliberations.

A plan should be comprehensive, general, and long range. "Comprehensive" means it includes all geographic areas of the community and all issues in the community which might affect growth-issues such as transportation, storm drainage, signs, landscaping, safety and conservation. "General" means the plan summarizes policies and proposals, and establishes goals for the community’s future. Although a plan will contain some specific proposals, emphasis is placed upon general policies which should lead to development of specific projects, plans or ordinances. "Long Range" means the plan looks beyond current issues to the problems and opportunities 20 years in the future.

In recent years, comprehensive plans have shifted from more general guides on community policies to a more specific strategic document that focuses on implementation and action as well as specific policies. The benefit of this type of comprehensive plan is that it is more results oriented and provides much more detail on how the goals and objectives will be reached. For these reasons the 2007 comprehensive plan update will focus on implementation in addition to general policies.

2. **Why Develop a Comprehensive Plan?**

A Comprehensive Plan helps to manage or control growth, and should represent a community’s goals and aspirations for the future. There are three general justifications for development of a Plan,

1. To accomplish things the community wants to happen, and
2. To avoid or prevent things the community does not want to happen, and
3. To accommodate things the community expects to happen.

Therefore, a Plan is a community's best opportunity to direct positive change, to minimize negative change, and to manage expected change. A good Comprehensive Plan, with wide-spread public support, is the best mechanism available to manage change. A Comprehensive Plan is not a regulation but is a "guide" and a source of information for local officials, citizens and developers. It documents the historic development of the Village as well as the future aspirations of the community.

3. **The Planning Process**

The Planning Process typically involves six distinct and identifiable steps:

1. Generalized Goals – Broad statements regarding future development of the Village. Identification of those general topics which should be analyzed during the Planning Process.
2. Inventory – Identification of existing physical, social and economic characteristics of the Village.
3. Analysis – As a result of the inventory and the community’s statements of goals, an analysis of the community’s resources and opportunities should be completed.
4. Develop Alternative – As a result of this analysis, various alternative plans and policies are prepared, reviewed and adopted.
5. Implementation – Mechanisms to implement the plan are developed and may include
such items as zoning and subdivision ordinances, capital budgeting, landscaping control, etc.

6. Monitoring – Upon completion a Plan should be periodically monitored and updated to meet changing conditions or changing policies.

4. Statutory Authority

The Vermont Planning and Development Act, Title 24 of the Vermont Statutes Annotated, Chapter 117, authorizes the Village to prepare and adopt a Comprehensive Plan. The identified purpose of the Act is to "encourage the appropriate development of all lands . . . in a manner which will promote the public health, safety, morals, prosperity, comfort, convenience, efficiency, economy and general welfare; and to provide a means and methods for the municipalities and regions of this State to Plan . . . and to implement those plans . . ." In 1988, the Vermont Legislature adopted Act 200, which further refines the State's planning statute. Inc 1990, the Legislature further refined this legislation by revising the goals and policies of the Act.

5. Consistency with Adjoining Town and Regional Plans

The Village borders Essex Town to the north and South Burlington and Williston to the south and east. In general, the adjoining town plans have compatible land uses on joint borders. As this Plan is implemented, adjacent municipalities should be invited to comment on projects which may affect them.

This Plan is generally consistent with the 2006 Chittenden County Regional Plan, which designates Essex Junction as a "growth center". The Village Plan's emphasis on the Village Center District is consistent with the regional plan's growth center concept.

6. Plan Format

The Village of Essex Junction used the standard planning process, as identified in Chapter I. The Plan is divided into chapters. Chapter III defines the goals for the remainder of the Plan. Chapter IV discusses Community Growth Trends and the Natural Resources Base.

The main body of the Plan is set forth in Chapter V which is divided into major Plan elements such as Transportation, Land Use, Housing, etc. Therefore, someone interested only in Transportation should be able to obtain the element of the Plan. Each Plan element includes: 1) Background information and research materials as necessary; 2) Discussion of major issues; 3) Specific Goals and Objectives.

Chapter VI discusses general implementation strategies. More specific information may be included in the individual Plan Elements. Also included in this chapter is a discussion of Plan Monitoring and Review Policies.

Chapter VII contains a list of definitions. These definitions should be used to "interpret" specific language used within the Plan.

Finally, the Appendices include data not included in previous chapters. In addition, supportive plan documents which were used to develop this Plan are listed and described in Appendix A.
Chapter III

1. General Community Goals and Vision

An important stage of any Planning Process is the identification of a community vision for the future, which is used in establishing general community goals. These General Goals and Vision are used to identify what the community is striving to become or maintain as well as the challenges and opportunities it faces. They define the Plan and provide focus to the Planning Process.

The General Goals and Vision of the Village of Essex Junction Comprehensive Plan are as follows:

REGION: To recognize and enhance Essex Junction’s role within the Chittenden County region as a major employment and transportation center; to cooperate with adjoining communities to ensure quality development; and to protect the Village from negative impact of adjoining development.

COMMUNITY: To maintain the Village character of Essex Junction as a traditional New England Style Village that is pleasant and walkable; which provides a full range of urban services to community residents in close proximity to residential neighborhoods; and to ensure new growth maintains high standards and builds off the historic village character.

NEIGHBORHOOD: To provide suitable living environments for all residents of the Village and to preserve existing neighborhoods as a valuable community resource.

LAND USE: To provide a range of activities within the mixed use districts in the core of the Village while minimizing land use conflicts. An emphasis shall be placed on encouraging infill and redevelopment of underutilized properties.

DOWNTOWN: To support a healthy and vibrant Village Center as the focal point of the community through public and private investment. Investments in the village center shall have an emphasis on high quality design that protects the historic character and reinforces the pedestrian streetscape.

IDENTITY: To maintain and improve the identity of the Village as a desirable place to live and work.

DIVERSITY: To provide Village residents with a reasonable choice of living environments, vocational and educational opportunities, cultural and recreational amenities.

ENVIRONMENT: To maintain an aesthetically attractive urban environment that is sensitive to the natural environment.

ECONOMY: To enhance the existing business and industrial base within the Village and the Region.

GROWTH: To ensure orderly and efficient development within the Village by encouraging new development in commercial, industrial and multi-family districts while protecting our residential neighborhoods from incompatible land uses.

COST EFFICIENCY: To minimize the total economic cost of providing housing, utilities, transportation and public facilities and services.

PARTICIPATION: To encourage strong public participation in all public decisions affecting the development or redevelopment of the urban area.
2. **Accomplished Objectives**

The following is a list of planning accomplishments from 2002-2007:

- Updated the Land Development Code as follows:
  - Established a Transit Oriented Development District on Pearl Street
  - Expanded the Village Center District and revised the design review criteria
  - Redefined the zoning along Pearl and Lincoln Streets to support infill development with the establishment of two mixed use zoning districts along these corridors.
  - Amended the sign ordinance to provide greater clarity and flexibility
  - Prohibited “backyard development”
  - Changed the zoning along Main and Lincoln Streets from Residential/Office to Residential only districts along Main Street, Maple Street and Park Street

- Developed a streetscape plan, completed in August 2005, for the Village Center District entitled “Downtown Streetscape Plan for Essex Junction” prepared by Landworks.

- Implemented a streetscape project along Railroad Avenue in 2003, which narrowed the street, added wider sidewalks, antique style streetlamps, benches, trees and green space.

- Implemented a streetscape project along Main Street between the Five Corners and Railroad Avenue in 2004, which added new antique style streetlamps, new sidewalks and benches.

- Successfully nominated a National Register Historic District along Main Street and Railroad Avenue in 2004.

- Participated in the development of the “Pearl Street Corridor Enhancement Plan” in 2006, which was prepared by Saratoga Associates. Several of the recommendations in the report were adopted in the 2006-7 Land Development Code Update.

- Developed a market study, prepared by Pete Davis, which successfully attracted a grocery store back to Essex Junction, which has been a major community goal for the past five years.

- Increased the level of tax stabilization available to historic buildings which are listed or eligible for listing on the National Register of Historic Places.

- Successfully applied for and obtain Village Center Designation from the State of Vermont for the Five Corners area.

- Worked with a private developer to obtain public financing for the construction of a 30 unit affordable housing project

- Worked with a non-profit developer in obtaining public financing for the construction of 19 units of special needs housing.

- Cogeneration Project at the Wastewater Plant

2. **The Planning Challenge: Toward 2012 and Beyond**

Essex Junction is a dynamic and largely developed community with a good mix of residential, commercial and industrial development. It has desirable neighborhoods, accessible parks and open
space areas, and established downtown and commercial centers. Portions of its commercial areas can be classified as mature urban with underutilized properties that present opportunities for redevelopment and renewed investment. Therefore, the planning challenge for Essex Junction is to manage and encourage reinvestment in the existing urban environment, and protect existing neighborhoods and ensure that redevelopment or new development preserves and promotes the "village" character of Essex Junction.

Land use goals that the Village has set for itself will be detailed in the chapters that follow. However, the most important issues that are being grappled with today will define the priorities for Essex Junction for the coming five years.

**Goal 1:** Assist and work with existing businesses to stay and grow in Essex Junction. Encourage and assist new businesses and clean industries to invest in Essex Junction.

- Objective 1.1: Maintain a favorable business climate in Essex Junction.
- Objective 1.2: Review and select specific recommendations in the RKG report for possible implementation.
- Objective 1.3: Continue efforts to revitalize the village center and attract business through public investment in infrastructure

**Goal 2:** Promote responsible residential growth.

- Objective 2.1: Conserve open space/agricultural land for future generations.
- Objective 2.2: Encourage mixed-income infill housing within existing developed areas in the commercial and multi-family districts

**Goal 3:** Protect and enhance sensitive and important areas.

- Objective 3.1: Consider zone changes to preserve existing residential structures of historic village character along major arterials and in historic neighborhoods.

**Goal 4:** Promote the redevelopment of underutilized properties in the TOD and Village Center District with high quality design, a mix of uses, and which support pedestrian activity.

**Goal 5:** Establish policies and manage the Village budget to minimize the impact of phasing out of the M&E Tax and to ensure the continuation of adequate provision of services.

- Objective 5.1: Increase the ratio of light industrial/commercial uses to residential uses.
- Objective 5.2: Investigate additional sources of revenue.
- Objective 5.3: Keep budget increases within the rate of inflation.
Chapter IV  
Community Growth and Natural Resources

Prior to development of specific recommendations for the future, it is important to examine the trends of the past. This Chapter reviews the historic development patterns within the Village and review current statistical trends as well as the natural resource base. Historic development patterns and current trends largely dictate future growth patterns. Many of the Goals and Objectives within this Plan are influenced by these trends.

1. Historic Development Patterns

Early growth in Essex Junction was focused in the vicinity of Hubbell’s Falls of the Winooski River, with some agricultural settlement occurring north of the mills. A few structures remain which represent this early growth. A brick house built by Ezra Slater, Sr. at the corner of Park and South Streets is representative of this early settlement. Lincoln Hall, constructed about 1820 as a tavern, is another example of early Village growth.

Probably the single most important influence on growth patterns in Essex Junction was the arrival of the railroad in December, 1849. At that time, the crossroads in Essex Township was named Painesville, in honor of the Vermont Central Railway President, Charles Paine. Concurrently, the Vermont and Canada Railroad was being constructed and a railroad junction was formed. Burlington passengers were forced to switch trains at the Junction. Thus, the name Essex Junction began to appear, and in the early 1890’s the name was officially changed. The nucleus of the Village Center began to form around the railroad junction. Early buildings included additions to the Stevens Tavern, the Central House Hotel at Central and Depot Streets. The first church was erected by the Methodists and Congregationalists in 1866.

Another major influence on development patterns within the Village was the early street pattern. The basic network of streets was formed by 1869. Thus, at this early date the “Five Corners” of Main, Maple, Park, Pearl and Lincoln Streets was already established.

By 1880, Essex Junction had displaced Essex Center as the principal Village in the Township. Numerous shops and stores were in existence. In 1892, The Village obtained a Charter from the Vermont Legislature as the Incorporated Village of Essex Junction. In 1890, Essex Junction had a population of 1,141, surpassing the 1,062 residents in the remainder of Essex Township.

During the late 1880’s and first half of the 1900’s, development continued to occur within the Village. Of note was the arrival of the automobile, and the beginning of traffic conflict at the “Five Corners”.

The third major event to greatly influence the development of Essex Junction was the arrival of IBM in 1957. The Village population rose from 2,741 in 1950 to 5,304 by 1960. Corresponding with the population and employment growth was the demand for public and commercial services. Businesses began to expand along Pearl Street while residential development proceeded at a rapid pace.

These historic trends had a significant effect on current growth patterns. The railroads still limit the efficiency of the street network. The five major streets intersecting at “Five Corner” create heavy traffic congestion. Some relief from traffic congestion occurred after the first section of the Circumferential Highway opened in 1993; however, traffic levels have since reached pre-circumferential numbers. Traffic associated with Village Schools appears to have a significant impact on congestion in the morning as more parents seem to driving their kids to school. Reasons for the increase in school related traffic could be the breakdown of the neighborhood school system, the lack
of busing or safety concerns. Thus, historic growth patterns limit and direct the planning effects within the Village today.

2. **Recent Trends**

Sound, reliable background data is a prerequisite for any long-range planning. It provides necessary background information and provides insight for the future. However, the comprehensive plan should be more about shaping the future to meet community objectives than trying to respond to social, demographic and economic trends, which are difficult to predict. This section provides some general statistical data to establish any major trends. In many cases, additional information is provided in the individual Plan elements.

2.1 **Population Growth**

Historical growth rates for Essex Junction, Chittenden County and Vermont are provided on Table 1. As indicated by the Table, substantial growth occurred during the 1950's and 1960's, concurrent with growth at IBM. Since 1970 the growth rate has slowed. Within Essex Junction, the slowing of the growth rate can be attributed to several causes.

1) Employment at IBM has been steady.
2) There is limited vacant land available for new residential development
3) Family sizes have been declining locally, following a national trend to smaller families. In addition, there are an increasing number of older households.

<table>
<thead>
<tr>
<th>Year</th>
<th>Village of Essex Junction</th>
<th>% of Change</th>
<th>Chittenden County</th>
<th>State of Vermont</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900</td>
<td>1,141</td>
<td></td>
<td>39,600</td>
<td>343,641</td>
</tr>
<tr>
<td>1910</td>
<td>1,245</td>
<td>9.11</td>
<td>42,447</td>
<td>355,956</td>
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<tr>
<td>1920</td>
<td>1,410</td>
<td>13.25</td>
<td>43,708</td>
<td>352,428</td>
</tr>
<tr>
<td>1930</td>
<td>1,621</td>
<td>14.96</td>
<td>47,471</td>
<td>359,611</td>
</tr>
<tr>
<td>1940</td>
<td>1,901</td>
<td>17.27</td>
<td>52,098</td>
<td>359,231</td>
</tr>
<tr>
<td>1950</td>
<td>2,741</td>
<td>44.18</td>
<td>62,570</td>
<td>377,747</td>
</tr>
<tr>
<td>1960</td>
<td>5,350</td>
<td>94.81</td>
<td>74,425</td>
<td>389,981</td>
</tr>
<tr>
<td>1970</td>
<td>6,511</td>
<td>21.92</td>
<td>99,131</td>
<td>444,732</td>
</tr>
<tr>
<td>1980</td>
<td>7,033</td>
<td>8.01</td>
<td>115,534</td>
<td>537,361</td>
</tr>
<tr>
<td>1990</td>
<td>8,396</td>
<td>19.38</td>
<td>131,761</td>
<td>562,758</td>
</tr>
<tr>
<td>2000</td>
<td>8,591</td>
<td>2.3</td>
<td>479,571</td>
<td>608,827</td>
</tr>
</tbody>
</table>

Sources: U.S. Census; Vermont 2000, Vermont Dept. of Health, January 2002

According to the 1990 Census, the average household size in Essex Junction was 2.56 people. 52.3% of the households had children under 18. In 2000, the average household size in Essex Junction was 2.48 people. 36.5% of the households had children under 18.

The estimated population for the Village in 2005 was 8,841 persons, which represents a modest .97 percent increase. The bottom line is that Essex Junction is growing slowly due to the reasons described above and it is not anticipated that this rate of growth will adversely impact the provision of services to the local community.
2.2 Employment Patterns

Employment trends are an important growth indicator, as are regional employment trends. This is particularly important in the Village due to the confluence of five major highways at the “Five Corners”. Many commuters who either work or live outside Essex Junction must commute through the center of the Village. This regional growth directly influences the Village through the need to plan for commuter traffic, as well as the direct budget costs associated with street maintenance, traffic computers, safety and law enforcement. Other direct impacts are felt within residential neighborhoods as commuters use residential streets to avoid “Five Corners”.

Essex Junction has maintained a strong employment base since IBM located with the Village in 1957. IBM has remained the employment “anchor” in Essex Junction, as well as within the surrounding communities. The demand for commercial and professional services is largely the result of the growth of IBM.

In addition to the approximately 7,500 employees at IBM, there are two other employment centers within the Village. The first employment center is the Village Center District (see Land Use Map). The second significant area of employment is the strip of commercial businesses located adjacent to Pearl Street.

The Village Center historically developed as the business and commercial center of the Village. It continues today as a significant focus within the Village as a business destination.

<table>
<thead>
<tr>
<th>Table 2</th>
<th>Floor Area of Village Center Businesses by Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Category</td>
<td>Average Floor Area</td>
</tr>
<tr>
<td>General Office</td>
<td>1,352</td>
</tr>
<tr>
<td>Retail Sales</td>
<td>1,622</td>
</tr>
<tr>
<td>Personal Services</td>
<td>600</td>
</tr>
<tr>
<td>Professional Services</td>
<td>1,599</td>
</tr>
<tr>
<td>Restaurant/Tavern</td>
<td>1,633</td>
</tr>
<tr>
<td>Other (inc. govt. agencies and offices)</td>
<td>4,397</td>
</tr>
<tr>
<td>TOTALS</td>
<td>110</td>
</tr>
</tbody>
</table>

Sources: U.S. Census; Vermont 2000

As indicated on Table 2, there is a mixture of retail sales, service and professional business within the Village Center. This mixture is a significant factor in attracting people to the Center and maintaining the economic vitality of the area. The continuing viability of the Village Center as a community focal point is an important consideration in this Plan.

The second major commercial employment center within the Village is the Pearl Street corridor. There are significant differences in the types of businesses located at the Village Center and those along Pearl Street. The Pearl Street corridor contains a variety of local retail and service oriented businesses as well as fast food restaurants. New higher density housing has been introduced within the last five years, which will help sustain the adjacent local businesses. Today the Village estimates that there are approximately 8,400 jobs in Essex Junction. The Village has the eighth largest number
of jobs of all communities in Vermont.

2.3 Income Characteristics

An important factor in the growth and development of any community is the local household income level. The income level within any community directly affects a community's growth in the following areas:

1) Tax base to support the provision of needed community services such as streets, sewer and water facilities, libraries, etc.;
2) Type and cost of housing, particularly the availability of affordable housing;
3) Types and number of businesses and services available; and
4) Ability to attract and maintain a solid commercial and industrial economic base.

Table 4 compares financial characteristics of Essex Junction residents to those of the county and the state:

Table 3
Financial Characteristics, 2000 Census

<table>
<thead>
<tr>
<th></th>
<th>Essex Junction</th>
<th>Town of Essex (w/o Village)</th>
<th>Chittenden County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Household Income</td>
<td>$54,238</td>
<td>$67,097</td>
<td>$53,668</td>
</tr>
<tr>
<td>Per Capita Income</td>
<td>$24,482</td>
<td>$29,480</td>
<td>$25,976</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 2000

Table 3 indicates that the Median Income in Essex Junction is higher than Chittenden County. The numbers indicate the relative prosperity of Essex Junction and the surrounding communities.

2.4 Government Finance

Local government is primarily financed through property tax revenue. Thus, consideration of the local tax effort is an important issue. It gives some indication of economic growth within the community as well as an indication of the community's ability to pay for improvements which may be required in the future. In addition, it is an important indicator of a community's ability to manage basic services while minimizing tax increases. Figure 1 tracks the Village Grand List increase from 1998-2002. Figure 2 provides more detail on the taxes generated and the distribution of taxes within the Village.

The Village has invested much time and effort to address issues of responsible financial management: A reappraisal was completed in 1990 and again in 2007. Essex Junction’s elected officials and voters are conscious of the need for responsible financial management and have successfully level funded or kept Village budgets at or below the inflation rate throughout the 1990's and into 2007. However, while a level funding system keeps tax increases at a minimum, it does not allow capacity for new programs or significant investment in Village Infrastructure and business development. Therefore, any goals and objectives established in this plan should be weighed against the resources needed to accomplish the goal. For every goal and objective, the village should ask itself, “at what cost?” and whether or not the initiative will be supported by adequate resources.

It is important to note that the data included herein are for the Village of Essex Junction taxes only.
Residents are also required to pay school taxes and Town of Essex taxes. Both the school system and Town are totally independent taxing agencies over which the Village has no control. Residents should contact the Town of Essex and the School District for information regarding their tax rates.

The significant reduction in the reduction in the Grand List in 2002 is due to the elimination of the machinery and equipment tax. The shortfall in tax revenues from the elimination of the M&E will be offset through an agreement with IBM that is due to end in 2013. IBM will go from paying approximately 67% of the local taxes in 2000 to paying approximately 27% of local taxes in 2014 based on the assessment in place in 2000. This constitutes a reduction of $67,532 per year in tax revenue from IBM, which must be made up by the remaining property owners in the Village to avoid a reduction in services.

**Figure 1**
Tax Distribution – 2008

**FY 2008**
Proposed General Fund Revenues

$2,712,923

<table>
<thead>
<tr>
<th>Source</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Vermont</td>
<td>35%</td>
</tr>
<tr>
<td>Misc. Revenues</td>
<td>61%</td>
</tr>
<tr>
<td>IBM Subsidy</td>
<td>13.36%</td>
</tr>
<tr>
<td>IBM Real Estate Taxes</td>
<td>18.2%</td>
</tr>
<tr>
<td>Village Businesses</td>
<td>9.5%</td>
</tr>
<tr>
<td>Village Residents</td>
<td>49.3%</td>
</tr>
</tbody>
</table>

The proposed FY08 budget represents an 8% increase in property taxes over the FY07 budget.
Figures 1 & 2 above illustrate the Village’s past dependence on the M&E and a future reliance on the new IBM tax agreement.

2.5 Natural Environmental Resources

The natural resources base within, and adjacent to a community, are important factors to consider for several reasons. First, they may limit, or direct the type of development which will occur. Second, they contribute to the quality of life within the community. Third, they provide opportunities to preserve important environmental areas. Finally, they provide important recreational opportunities for residents. The safe, attractive and efficient utilization of land is largely dependent upon these important natural resources.

The Village of Essex Junction is centrally located within Chittenden County. Easy access to the mountains, Lake Champlain and the Winooski River all contribute to the quality of life within the Village. In addition, open space, scenic views and recreation opportunities within the Village contribute to the natural environmental resources base. These resources all contribute to the identity of the Village as a desirable place to live and work.

Map 1 identifies several important natural resources within the Village, briefly described below:

Flood Plains – Flood Plains are identified by the Federal Emergency Management Administration (FEMA). Regulations severely limit development within designated flood hazard areas. However, they also present opportunities to maintain natural open spaces and develop needed recreation facilities. The largest designated Flood Plain lies adjacent to the Winooski River. The second area is located in the northern section from the northeast corner of the Fairgrounds across Lincoln and Main
Streets to the easterly boundary of the Countryside subdivision.

**Scenic Views** - Although there are many outstanding view sheds within the Village, three areas have been particularly identified. First, in the northeasterly section of the Village, between Upper Main Street and the Countryside development, is the highest point within the Village. Spectacular views of Mount Mansfield and the Adirondack Mountains are visible from this location. Second, the river crossing on Park Street provides views of the Winooski River and serves as a scenic entrance to the Village. Third, along the westerly end of Pearl Street there are spectacular views of the Winooski River Valley.

**Wetlands** – The development on or near wetlands is strictly regulated. In addition, wetlands provide a natural habitat for animals and preserve natural areas. They also serve important ecological functions including storm water runoff purification and ground water recharge. The wetland areas identified by the United States Department of Interior are indicated on Map 2. It should be noted that there are additional wetlands which are not currently mapped.

**Forested Areas** – Much of the land that was forested has been developed within the Village. The State of Vermont abandoned its tree nursery operation on Old Colchester Road and has subleased the property to the Village and Town for recreational use. Other heavily forested areas are located on the Whitcomb Farm.

**Agricultural Areas** – The Village is fortunate to have one active farm still in existence. The Whitcomb Farm, encompassing approximately 400 acres in the southwest sector of the Village has been actively farmed by the Whitcombs since 1879. Nine acres in this area have been set aside as permanent open space.

**Prime-Ag Soils** - Soil classifications are another important natural characteristic within the Village, particularly as they pertain to prime-ag soils, whose development potential may be limited, or mitigation required, by the State of Vermont under Act 250. The prime-ag soils in the Village are identified on the Map 1.

### 2.6 Historical Resources

In addition to the natural resources discussed previously, there are important man-made or historical resources within the Village. Map 3 identifies historic resources in the Village.

All of the sites identified on Map 3 have some historical or architectural importance to the Village. Frequently, they provide definition to residential areas. In other instances, they provide notable landmarks. All were important considerations in the identification of future Goals and Objectives in this Plan.
<table>
<thead>
<tr>
<th>STRUCTURE</th>
<th>LINCOLN HALL</th>
<th>BROWNELL BLOCK</th>
<th>ABRAM STEVENS HOUSE</th>
<th>ANNA EARLEY HOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>YEAR BUILT</td>
<td>1820</td>
<td>1894</td>
<td>1822</td>
<td>1850</td>
</tr>
<tr>
<td>SIGNIFICANCE TO HISTORY</td>
<td>Local</td>
<td>Local</td>
<td>Local</td>
<td>Local</td>
</tr>
<tr>
<td>LOCATION</td>
<td>NW corner, 5 Corners</td>
<td>Corner of Main St. &amp; RR Ave.</td>
<td>35 Pearl St.</td>
<td>51 Park St.</td>
</tr>
<tr>
<td>DESIGN</td>
<td>Early American</td>
<td>New England</td>
<td>Modern 2-story cape</td>
<td>2-story cape</td>
</tr>
<tr>
<td>MATERIAL</td>
<td>Red Brick</td>
<td>Brick</td>
<td>Brick</td>
<td>Wood</td>
</tr>
<tr>
<td>WORKMANSHIP</td>
<td>Excellent</td>
<td>Excellent</td>
<td>Excellent</td>
<td>Excellent</td>
</tr>
<tr>
<td>USE</td>
<td>Tavern, hotel, 1st aid center, hardware store, social functions, library, Village &amp; Town offices, Police, school, offices.</td>
<td>Commercial &amp; retail stores.</td>
<td>Family home.</td>
<td>Sunday school, Methodist meeting place, public school, business office, private school, museum.</td>
</tr>
<tr>
<td>POINTS OF INTEREST</td>
<td>Oldest building in the Village, main and side entrance, roof cornice.</td>
<td>Size, windows, strength and durability, roof cornice.</td>
<td>Town Father, leading citizen, Town Selectman, Founding Deacon Congregational Church, largest landowner, settled land disputes.</td>
<td>Older building, history of house.</td>
</tr>
</tbody>
</table>
Chapter V
Comprehensive Plan Elements

Introduction

If this Comprehensive Plan is to accurately address the goals and aspirations of the Village, formal and specific guidelines for growth must be developed. These guidelines must be general enough to encourage innovative solutions to problems but specific enough to focus the actions of the Village in a consistent, workable planning approach.

Another key ingredient of a successful Comprehensive Plan is a clear, concise physical development Plan. This Plan will direct and manage the future physical growth and redevelopment of the Village. It encourages orderly, planned growth and represents the community's vision for the future. While it is not possible to identify all issues or satisfy all concern, the plan is intended to strive for a reasonable balance between competing interests.

The Plan Elements as presented in this Chapter are, therefore, the most important sections of this Plan. They are the engine that will drive the future of Essex Junction. Although each element is presented in a format to be used individually, it should be recognized that they are interdependent. The goals, objectives and maps in each functional element should be adhered to if the overall plan is to remain viable.

The remaining Sections of this Chapter are divided into separate Plans elements. Each individual Plan Element contains the official, adopted policies of the Village of Essex Junction.
1. Energy

As Essex Junction heads into the twenty-first century, energy-related issues are challenging us to improve our use of energy. This is not just a local issue; large multinational corporations are reconsidering their energy use patterns. Nations are convening international conferences to agree on changes to energy use patterns, and individuals are being asked to consider life style changes to reduce their consumption of fossil fuels and reduce the potential affects of global warming.

Energy is not an issue that is easily addressed at the local level. However, there are local efforts that can be productive. Consideration of energy conservation in the design and construction of developments is important. Local efforts to educate the public on energy issues are desirable. Local ordinances can encourage the use of alternate energy resources and energy efficient construction. Conservation efforts by the Village may directly reduce budget costs as well as provide leadership for the community. Development regulations can directly and indirectly influence energy consumption by encouraging energy efficient and/or green construction along with development patterns that increase transportation choice and efficiency.

1.1 Energy Sources

Heating Fuels

1) Coal – The use of coal has sharply declined in recent years. Few businesses and residences utilize coal as a primary heating source.

2) Propane – It is estimated that there are about 200 propane customers in the Village. Local suppliers see a stable, stationary market in the foreseeable future.

3) Kerosene – Kerosene-fueled monitors are used primarily as a supplementary heating source.

4) Fuel oil – Used as a primary heating source for many residences

5) Wood – Wood stoves are most frequently used as a supplementary heating source. When used for supplemental heating an average of 2.2 cords are used per season, whereas when used as primary heating source, 5 cords are used. There currently is no significant air quality problems associated with wood burning in the Village.

6) Electricity – Green Mountain Power provides electricity within Essex Junction. Most of the energy needs are supplied by five circuits emanating from the GMP substation #19 located at the corner of Cascade and Park Streets. Plant #19 generates electricity from a dam at the head of Williston Gorge. Green Mountain Power has developed a program for energy conservation through an Integrated Resource Plan. The use of electricity as a primary source of heating fuel has declined considerably in recent years due to the ready availability of less expensive alternatives. There is one other substation serving IBM.

7) Natural Gas – Vermont Gas Systems provides services to the Village. Gas is currently available to all Essex Junction neighborhoods. Vermont Gas currently converts oil burners to gas free of charge if the home is within 100 feet of an existing line. The company “follows” development as opposed to going into areas in advance. Adequate gas supplies are available for Essex Junction customers. Since natural gas is the most inexpensive source of heat, the majority of Village residents have converted to natural gas.

Emerging Technologies:

1) Solar Energy – Solar cells absorb sunlight and convert it directly to electricity.

2) Biopower – The process of using plant and organic matter to generate electricity.

3) Fuel Cells – A device that converts hydrogen and oxygen into electricity
4) **Solar hot water** – Collector tubes inside an insulated box absorb the sun’s heat and transfer the heat to water or another liquid flowing through tubes.

Source: Northeast Sustainable Energy Association – www.nesea.org

1.2 **Municipal Energy Use**

By far the largest component of municipal electricity usage is for street lighting. The second highest energy usage is the Waste Water Treatment Plant. The Waste Water Treatment Plant has initiated two major energy management efforts:

The typical home uses 9,000 kWh/yr of electricity. The Essex Junction Wastewater facility Co-Generation system produces enough power annually to supply 50 homes. By using this electricity generated directly on site, the installation maximizes the energy efficiency and the cost benefit to the community. The Co-Generation system produces 40% of the electricity used in the wastewater treatment process.

1.2.1 **Street Lighting**

Streetlights within the Village are currently mercury vapor. High-pressure sodium lights are not allowed, according to the Land Development Code. New streetlights shall be metal halide fixtures. The use of architectural or period style lighting is encouraged.

1.2.1 **Parking Lot Lighting**

Current Village policies require metal halide “white lights” be installed for even lighting at new or renovated parking facilities.

1.3 **Low Income Energy Assistance**

Two major programs are available in Vermont to assist low-income individuals and families to keep their energy costs down. For those with high heating bills, the Vermont Department of Social Welfare runs the Fuel Assistance Program. This program provides monthly assistance to those who qualify. Also available is an emergency allocation to cover extreme or unanticipated emergencies.

The State of Economic Opportunity runs a companion program to help the same people weatherize their homes. For Essex Junction and other municipalities in Chittenden County, Champlain Valley Office of Economic Opportunity—a Burlington-based organization, administers this program. The Weatherization Program will conduct an extensive energy audit and install insulation, caulking, weather-stripping, storm windows and other energy saving measures. There is no charge to the household and renters are eligible with the consent of their landlord.

Any Village-initiated communications program should alert low-income residents about these valuable government programs.

1.4 **Underground Storage Tanks**

Directly associated with the use of energy is the safe storage of fuels. Although regulated by the State of Vermont, it is important for emergency planning purposes to be aware of the location of the storage facilities.
Within Essex Junction, the State of Vermont reports that 50 UST's located on 14 separate sites are registered and regulated. The average UST in the Village is 6,390 gallons and is 22.6 years old. Almost all of the tanks are made of steel, none has double liners, and only 10% report an electronic monitoring system. The Village owns two tanks for diesel fuel at the Public Works facility. A list of underground storage tanks is included in Appendix G.

1.5 Land Use, Transportation and Energy

The relationship between transportation, land use and energy consumption is extremely important and is an area with which the community can have a large impact through development regulations and infrastructure. Transportation is the largest user of petroleum in the United States, with passenger vehicles utilizing 40% of the approximately 20 million barrels consumed daily. Therefore, a reduction in vehicle miles traveled by passenger vehicles can have a big impact on energy consumption.

In recent years communities are realizing the important connection between transportation and land use, which impacts energy use. Certain land use patterns can reduce dependency on the automobile by providing greater transportation options through compact mixed use developments where people can choose to walk, bike, use public transportation or drive an automobile.

Essex Junction has a relatively unique opportunity within the county to support greater transportation choice and reduce automobile dependency since it is a relatively compact community with an extensive sidewalk network where local services are within walking distance to residences. Essex Junction is also served by public transportation and rail. Essex Junction residents have more transportation choices than many neighboring communities that have a more suburban/rural land use pattern. Further support of higher density infill and redevelopment in core areas of the village may reduce demand on energy.

1.6 Energy Goals

Goal 1: To cooperate with State Officials and energy suppliers to ensure the availability of adequate supplies of energy for business and residents at reasonable prices and with minimal impact on the environment.

Goal 2: To encourage the availability of renewable energy resources.

Goal 3: Participate in green pricing programs, when available, to promote the use of renewable energy.

Goal 4: Ensure that new and replacement street lamps are energy efficient metal halide fixtures.

Objective 4.1: Continue to require energy efficient street lamps in new developments

Objective 4.2: Use energy efficient street lamps when replacing existing lamps

Goal 5: Support smart growth principles by encouraging infill development and redevelopment that is at higher densities, contains a mix of uses and supports a variety of transportation options including walking, biking, public transit and the automobile.
Goal 6: To display and distribute information to residents and businesses that will help them save energy.

Goal 7: To encourage the Brownell Library to expand, and update regularly, energy publications and publicize this source to the general public.

Goal 8: Continue recycling programs at all village buildings and facilities.

Goal 9: Conduct energy audits for all Village Buildings.

Goal 10: To continually examine the cost effectiveness to expand use of methane generated at the Waste Water Treatment Plant as a renewable energy resource.

Goal 11: Consider fuel efficiency when purchasing new vehicles. Consider the use of alternative fuels for new vehicles.

Goal 12: Continue to explore funding options for burying power lines in core commercial districts and ensure that all new developments site utilities underground.
2. Agriculture

Essex Junction is known for good schools, pleasant residential neighborhoods, the railroad, the five corners and as being the home of IBM and the Fairgrounds. Despite a history that included several working farms, one thing it is not known for is agriculture. Essex Junction’s direct involvement with agriculture is largely a thing of the past as neighborhoods, industry and hi-tech jobs have replaced most of the village’s farmlands over the past 50 years.

Within Essex Junction there is one significant remaining active agricultural area – the Whitcomb Farm. The remaining land of the Whitcomb Farm consists of approximately 450 acres – the farm originally consisted of nearly 620- acres. Sections of the farm have been subdivided for residential development. A total of 268 residential units have been approved for development on the Whitcomb Farm in three phases – 84 single-family units, 142 duplex style units and 50 duplex style units. The 84 units are completed and construction on the 142 units and 50 units are in process. The development review process and 1997 master planning of the Whitcomb property established a limit of 400 acres, of which approximately 250 acres has natural conditions which severely restrict development, including, flood plain, prime agriculture soils and areas of steep slopes. The remaining approximately 200 acres is currently restricted from development through previous conditions of approval and regulations.

While the conditions of past approval and regulations limit the future development potential at the Whitcomb Farm, there may come a time when the Village has to consider alternative land uses for the farm if the current farm is no longer economically viable. The village should consider preserving the area as passive open space and/or for community based agriculture or gardens as well as other forms of potential development. The community should carefully consider future use of the remaining developable areas of the farm both in regards to the community’s need to diversity its tax base and current goals to preserve open space.

Secretary of Food, Agriculture and Markets Standards

The guidelines prepared by the Secretary of Food, Agriculture and Markets in accordance with Section 6 VSA §8 of the state statutes were used in preparing the agriculture section of this plan. Map 1 identifies the prime agricultural (ag) soils in Essex Junction.

The following facts relate to the guidelines:

- There are not significant undeveloped areas with prime-ag soils in Essex Junction, nor are there significant areas of prime-ag soils being used for agriculture
- Farming is not a significant part of the local character or economy in Essex Junction
- The only remaining farm is adjacent to other land uses including residential and institutional uses.
- Land and Farm Conservation organizations have shown little interest in preserving the Whitcomb Farm, instead choosing to focus on more significant agricultural areas.

2.1 Agriculture Goals

Goal 1: To preserve existing farmland and/or open space.
Objective 1.1 The existing Whitcomb Farm Master Plan should be updated to reflect recent changes on the property. The Village should carefully consider future development on the Whitcomb Farm in relation to the goals of preserving open space and diversifying the tax base.
Goal 2: To investigate alternatives to protect existing farm land
Objective 2.1: Consider purchasing the Whitcomb Farm for passive open space and/or community supported agriculture
Objective 2.2: Consider and study the potential of the Whitcomb Farm to be used for community based agriculture and/or passive open space if the current farm operations are in jeopardy of being discontinued

Goal 3: Existing residents should not finance new infrastructure that is necessary for any new development
Objective 2.1: All infrastructure and systems should be put in before any development in accordance with the approved Master Plan.
3. Business/Economic Development

Essex Junction has two interrelated local economies. The first is as a regional business and employment center that is home to the State’s largest private employer—IBM. The second consists of the numerous small local businesses that serve a primarily local market of the residents of Essex Junction. A third emerging economy is tourism, which is being driven by the 100+ events a year at the Champlain Valley Exposition (CVE).

The Village is strategically located within the region and has the infrastructure to support additional new light industry and business expansion. The Village is close to the interstate highway, the airport, and has adequate sewer capacity for new development. In addition, it has been designated as a Metropolitan Planning Area in the 2006 Regional Plan, which is intended to support the regions largest buildings and most dense residential population.

Essex Junction does face business and economic development related challenges. One important challenge is to minimize the impact of phasing out of the M&E tax while ensuring the provision of adequate municipal services. Also, Essex Junction’s retail sector faces competition from recent growth in outlying surrounding communities. To this end, it is important to support existing business, encourage new light industrial and commercial development and investigate additional sources of revenue.

Once such effort is the economic development plan prepared by RKG Associates. In 2001, Essex Junction hired RKG to prepare a master plan and economic development strategy for the Village’s business districts, and to strengthen the fiscal condition of the Village. The report consists of a detailed market analysis, a business and land use inventory, and sets forth a series of goals and policies centered primarily on increased marketing and the redevelopment of underutilized properties, the establishment of an organization structure to work with local business, and to capitalize on the potential economic impact of the New England Culinary Institute (NECI), CVE other businesses.

The Village’s efforts towards economic development over the past five years consist of:

- Increasing allowable densities in the core village mixed use districts
- Streetscape Projects in the Village Center including new sidewalks, lighting, landscaping, benches and receptacles
- Developed a Market Study for the potential of a grocery store in the Village; study was successful at attracting a new grocery store, which opened in June of 2007.
- Maintained a fair and balanced permitting process that supports local businesses and new investment

3.1 Village Center and Park Street Areas

The Village Center and Park Street area is the community’s traditional business center and home to local businesses and retail shops. Portions of the RKG report focused on the Village Center and Park Street area and recommends that the Village should strive to capitalize on what it has, and encourage development that will enhance the environment. Specifically, the Village should include encouraging the development of market rate residential development, diversify the mix of non residential land use, attract new business, market vacant retail properties, and work to redevelop underutilized properties. Development of the New England Culinary Institute (NECI) off Park Street is an excellent example of this vision, whereby an underutilized property was redeveloped with a use that will enhance the Village environment.
Public improvement projects have been a central focus of the economic development efforts in the Village Center over the past five years. Two streetscape projects were completed along Main Street and Railroad Avenue within the last five years to improve lighting, sidewalks, add greenspace, and pedestrian amenities. A major upgrade to memorial park was also completed within the last five years along with landscaping improvements to Lincoln Hall and the corners of Railroad Street and Main Street. Another 1.5 million dollar streetscape project is planned for construction in 2008, which will include new mast arms and traffic signals at the five corners, pedestrian lighting, on-street parking, sidewalks and landscaping.

3.2 Pearl Street Business

The Pearl Street business corridor also is an important part of Essex Junction’s business and retail sector, with many businesses and services, including two shopping centers, the Champlain Valley Exposition (CVE) and numerous other businesses and residential uses.

The RKG Report reveals that Essex Junction businesses serve primarily the local market and are facing competition from recent retail and office developments in surrounding communities. The report calls for an economic strategy that: capitalizes on the economic impact of CVE fair and non-fair related events, and works with property owners to development underutilized sites for residential and mixed-use development.

In 2005 the Village worked with the CVE and Saratoga Associates on the Pearl Street Enhancement Plan. The major focus of the plan included upgrades to the Pearl Street frontage of the CVE and recommended zoning changes to improve promote higher density mixed-use development and improved design standards. The Village should work with the CVE and other Pearl Street businesses to obtain funding to realize this vision.

3.3 Champlain Valley Exposition Fairgrounds

The CVE has become a major year round events venue over the last several years. The CVE is strategically located close to the Village Center and on a main road, which creates opportunities for local business to capitalize on the influx of people to the Village for CVE events. Public Village representatives should participate in the planning of any changes to the present use, or to the present master plan, as this will affect both the surrounding residents and the entrance into Essex Junction. Any new Master Plan or changes to the existing Master Plan should emphasize mixed use with a base of light industry and commercial uses. In addition, the Village should carefully consider and encourage businesses that support the events as the CVE such as hotels and restaurants.

3.4 IBM

IBM is Vermont’s largest private employer and has a major economic impact on the local, regional, and state economies. The Village should support development policies that meet the needs of IBM, but also minimize impacts on the local residents. The Village supports completion of the Circumferential Highway, which has long been identified by IBM as important to the continued success of the IBM Essex Junction Facility.

3.5 Business/Economic Development Goals

Goal 1: Assist and work with existing businesses to stay and expand within Essex Junction. Assist and work with new businesses to invest in Essex Junction.

Objective 1.1: Maintain a favorable business climate in Essex Junction.
Objective 1.2: Encourage the development of market rate residential development in the Village Center and Pearl St. Districts.

Objective 1.3: Consider performing market studies or other efforts to attract specific businesses to the Village such as a hotel.

Objective 1.4: Work with officials at IBM to meet their future development needs.

Goal 2: To increase the Village's involvement with the local business community.

Objective 2.1: Look for strategic opportunities to work with willing business and property owners on economic development.

Objective 2.2: Work closely with regional businesses through active membership in such organizations as the Greater Burlington Industrial Corporation.

Objective 2.3: Encourage Village membership on key and regional committees involved with business expansion and economic development. Work with the Chittenden County Regional Planning Commission.

Objective 2.4: Work with regional and local organizations on redeveloping the fairgrounds.

Objective 2.5: Promote the Village as a destination for shopping and services.

Objective 2.6: Provide mechanisms for increased communication between the business community and Village Officials.

Objective 2.7: Conduct market studies as needed to attract key businesses to the Village.

Goal 3: Establish policies and manage the Village budget to minimize the impact of phasing out of the M&E tax, to ensure the continuation of adequate provision of service.

Objective 3.1: Increase the ratio of light industrial/commercial uses to residential uses.

Objective 3.2: Investigate additional sources of revenue.

Goal 4: To provide mechanisms for efficient and speedy review of development applications.

Objective 4.1: Ensure that the local codes do not inhibit/prohibit local development.

Objective 4.2: Draft standards for development which are simple to implement and enforce.

Goal 5: To preserve and enhance the appearance and historical character of the Village of Essex Junction

Objective 5.1: Maintain Design Review in the Village Center.

Objective 5.2: Design publicly financed improvements to preserve the character of the Village Center.

Objective 5.3: Consider the establishment of local historic districts or other mechanisms to preserve existing residential structures of significant historic village character along major arterials and in historic neighborhoods.

Objective 5.4: Continue streetscape and landscaping efforts to attract private sector investment.
4. Open Space/Recreation

The provision of parks and open space for active and passive recreation is an essential urban function. Essex Junction is reasonably well served by local parks, schools and recreational facilities that provide extensive active recreational opportunities. Natural areas in adjacent communities serve the needs of village residents for passive recreation. No significant publicly owned natural areas exist within the Village. Essex Junction also has a relatively comprehensive sidewalk network, a couple miles of off-road bike-paths, and several quiet residential neighborhoods where biking and walking are a common form of recreation.

Within Essex Junction, the management of the parks, recreation programs and facilities are the responsibility of the school system under the direction of the Prudential Committee. These include the management of all three of Essex Junction’s formal parks along with all of the school properties that contain the majority of active recreation facilities within the village. A full-time Recreation Director administers the program. The recently completed Essex Junction Recreation Master Plan (2007) sets the vision, goals and implementation of future recreation projects and park maintenance for the next ten years.

The Village does have control over several areas of open space planning including development review and approval, development of urban passive open space areas (such as a village green or plaza), and bicycle and pedestrian planning, which will be discussed more fully in the transportation section of this plan.

The Whitcomb Farm is the only large expanse of open space left in the Village and it is protected through development. Passive recreational opportunities are available outside the village at the Indian Brook Reservoir, Saxon’s Hill in Essex Town and in other nearby areas, but are not readily accessible from the village on foot.

4.1 Open Space

Most frequently open space is considered to be a park. However, there are several types of open space which contribute to the “quality of life” within the Village. The provision of publicly owned open spaces is essential to ensure public access and maintenance. Nonetheless, open spaces include some non-publicly owned open spaces as indicated below:

1) Wetlands
2) Flood Plains
3) Public and private forested lands
4) Undeveloped open lands
5) Agricultural land
6) Scenic vistas
7) Champlain Valley Exposition fairgrounds
8) Sidewalks

These open space resources are identified on Map 3 and further described in Chapter IV.

4.2 Passive Open Space

Passive open spaces are an important community asset. Passive open space includes:

1) Natural Areas
2) Sidewalks
3) Village Green

Natural Areas

No significant public natural areas exist in the Village, which is not uncommon for a small suburban community. However, adjacent communities have put efforts towards conservation of passive open spaces such as the Intervale in Burlington, Indian Brook reservoir in Essex, and the Colchester Pond Natural Area. The Intervale is a combination of community farms and areas for events (concerts, etc.), commerce, recreation, and gardening. It is reasonable to conclude that village residents are adequately served by nearby natural areas such as the Indian Brook Reservoir and Saxons Hill properties, but having a natural area within the Village and accessible by foot could be a community asset.

Village Green and Urban Parks

Essex Junction has invested significant resources towards the revitalization of its historic downtown in the Five Corners over the last five years. A major piece of that effort has been public streetscape and open space improvements. The narrowing of Railroad Avenue in 2003 created a small piece of open space to accommodate a farmers market. A farmers market did operate for a short period of time in the space. Noticeably absent in the downtown is a village green, a symbol of the New England Village. The Village does not have passive open space in the downtown for events such as a farmers market. The annual Village Block Party has been a huge success, but requires the closing of Railroad Avenue. The front lawn of the Park Street School is the most significant existing open space area in the downtown, but has not been utilized for non-school uses. The development of a green in another other location in the Village Center would require demolition and redevelopment.

The Transit Oriented Development Zoning District along Pearl Street encourages the provision of passive outdoor spaces such as a plaza or green in redevelopment projects.

Sidewalks

Sidewalks, not traditionally considered open spaces, do serve as passive open spaces. With the exception of sidewalks in the Village Center, sidewalks in the Village are generally about 4' to 5' wide, barely enough for two people to walk side by side. In the more urban areas of the Village, wider sidewalks, such as the Village Center and Transit Oriented Development District wider sidewalks will create passive open spaces and be required on new streets along with benches and pedestrian amenities. The Village has widen sidewalks as part of the Main Street and Railroad Avenue Streetscape Projects in 2003 and 2004 and will widen the sidewalks along Park Street as part of the Essex Junction Redevelopment Project, which is scheduled for construction in 2008.

4.3 Active Recreation and Parks

Equally important are the provision of active recreational opportunities for Village residents. The 2007 Essex Junction Recreation and Park Master Plan identified all park lands within the Village and determined that there is sufficient parkland to serve the Essex Junctions residential population. The plan also noted significant natural areas in close proximity to the Village including the Indian Brook Reservoir in the Town of Essex.

Essex Junctions existing parks and open space include the following (See Map 3):
A. Stevens’ Park: 8.2 acre neighborhood park designed for passive, nature oriented activities. Designed walking/jogging trail system (also used by bikers). Low-level activity area with established play equipment.

B. Cascade Park: 10-acre neighborhood park designed for active recreation use. Youth baseball field; three (3) tennis courts; one (1) basketball court; one established play equipment area; parking lot for 18 vehicles.

C. Maple St. Park: 38 acre Community Park, designed for active recreation use. Facilities include one (1) softball field four (4) lighted tennis courts; one (1) lighted basketball court; one (1) picnic pavilion; swimming pool with bath house; two (2) shuffleboard courts; one soccer field; two (2) Little League fields; trail system, low level playground activity with established play equipment; parking lot for 128 vehicles.

D. Essex Junction Educational Center: 103 acre site housing high school complex. Outdoor facilities include: multi-use stadium; all weather running track; one (1) baseball diamond; one (1) football field; three (3) lighted tennis courts 400 meter track; parking lot for 370 vehicles.

E. Albert D. Lawton Intermediate School: 33.5 acre site housing middle school building. Outdoor facilities include: One (1) baseball field, one (1) soft ball field, four (4) multi-purpose field areas, parking lot for 110 vehicles.

F. Fleming School: 5.44 acre site that houses elementary school complex. Outdoor facilities include: one (1) tennis court; one (1) basketball court; high intensity playground area; one (1) youth baseball field, multi-purpose play area; parking lot for 301 vehicles.

G. Hiawatha School: 15.65 acre site that houses elementary school complex. Outdoor facilities include: two (2) tennis courts, one (1) youth baseball field; two (2) multi-purpose fields; one (1) basketball court; low level playground activity area.

H. Summit Street School: 3.7 acre site that houses elementary school complex. Outdoors facilities include: high intensity playground area; large open space area.

I. Park Street School: 1.29 acre site that houses alternative school building. Outdoors facilities include: low-level playground activity area; one (1) outdoor volleyball court.

J. “Parizo Farm” Property: 7.73 acres owned by the Essex Junction School District adjacent to the Hiawatha School.

K. Fairview Farms: 10 acres owned by the village; currently natural area open space

L. Whitcomb Heights: 9 acres designated natural area open space.

M. Other Available sites: There are several facilities owned by other agencies which provide recreation opportunities to Village Residents.
   1. Indian Brook Park: 577 acres, Town of Essex – Natural Park. Outdoor activities
   2. Winooski Valley Overlook Park: 4 acres, Winooski Valley Park District – Natural area
   4. Pearl Street Park: 14 Acres, Town of Essex – Active, athletic Park
6. Champlain Valley Exposition Fairgrounds: North of Pearl Street
7. I.B.M. Recreation Facility: Maple Street

As with any facility, maintenance of recreation equipment and parks is an important issue. Maintenance is a top priority listed in the Recreation and Park Master Plan. The sites identified are in relatively good physical condition, but could benefit from an improved maintenance program. However, the community park sites have not kept pace with increased usage. Renovation and replacement of much equipment is needed along with better grounds management practices. The maintenance and improvement of these facilities is a major community issue.

During recent years there has been an increase in usage at all recreation facilities. Existing facilities and usage were inventoried in Recreation and Park Master Plan. As a result of this effort the following facility needs have been identified:

1. Implement an improved maintenance plan for the athletic fields and playgrounds.
2. Irrigate the athletic fields at Maple Street Park and Cascade Park (completed)
3. Establish a court resurfacing schedule
4. Develop a signage plan for the three village parks
5. Advocate for establishing a Bikeway Committee in Essex Junction
6. Build a skatepark at Maple Street Park (permitted and in progress)
7. Build two sand volleyball courts at Maple Street Park
8. Build a dog park
9. Further investigate the need for more indoor recreation space, including an indoor swimming pool

4.4 Open Space/Recreation/Environmental Goals

Goal 1: To preserve the natural beauty indigenous to Vermont within the Village of Essex Junction.

Objective 1.1: Maintain regulations which encourage the preservation of trees in new development.
Objective 1.2: Implement a program of selective planting of trees adjacent to existing road right-of-ways.
Objective 1.3: Promote and actively participate in an annual tree planting program.
Objective 1.4: Consider the preservation of the Whitcomb Farm for passive recreation as one option if farming no longer becomes viable.

Goal 2: To create urban passive open spaces.

Objective 2.1: Encourage the provision of plazas and other passive outdoor areas in major redevelopment projects in the Village Center and Transit Oriented Development Districts
Objective 2.2: Require a minimum of 8’ sidewalks and pedestrian amenities in the creation of new public streets in the Village Center and Transit Oriented Development Districts
Objective 2.3: Consider the development of a village green within the Village Center District
Objective 2.4: Encourage or require the preservation of open space in new residential developments. Allow for innovative design in the preservation of open space through clustering and design techniques

33
Goal 3: To support the Essex Junction Recreation Department in providing a wide range of recreation and leisure opportunities for all residents of the Village.

Objective 3.1: Continue regulations which require the dedication of usable park lands and open spaces as a requirement of major development approval.

Objective 3.2: Support the implementation of the 2007 Essex Junction Recreation and Park Master Plan
5. Education and Child Care

The Village of Essex Junction is centrally located and has ready access to numerous colleges and universities including the University of Vermont, Champlain College, NECI, St. Michael's College and Burlington College. These facilities provide varied opportunities for residents of the Village.

The public school system in the Village of Essex Junction is administered by the Essex Junction School District, an incorporated district which was chartered by the State in 1892, and the Union School District #46, established by the voters in the Village of Essex Junction and Town of Essex in 1995. The Essex Junction School District encompasses three elementary schools and one intermediate school. The Union School District #46 encompasses one high school and one regional vocational-technical center serving the communities of Bolton, Charlotte, Essex Junction, Essex Town, Fairfax, Grand Isle, Hinesburg, Huntington, Jericho, North Hero, Richmond, St. George, Shelburne, South Hero, Underhill, Westford, Williston, Winooski, and the Champlain Valley and Mount Mansfield Union High Schools.

Table 5 identifies existing school sites and acreage. Anticipated future school populations are listed in Table 6.

<table>
<thead>
<tr>
<th>Table 5</th>
<th>School Property Inventory</th>
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<td>Ed Center</td>
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<tr>
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<td>Park Street</td>
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Management, including planning, of the Essex Junction School District is by a five member “Prudential Committee” whose members are elected from the public at large. Management, including planning, of the Union School District #46 is by a six member School Board, three of whose members are elected by the Village, and three of whose members are elected by the Town of Essex (outside of the Village). The Prudential Committee’s and Union School Board’s functions include fiscal responsibility and the setting of school policies and standards. The Prudential Committee and Union School Board are responsible for planning for the local school systems. Specific education plans are available at the School District Offices.
Table 6: Estimated Future Population in Essex Junction Schools

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As can be seen from the above table, school populations are anticipated to level off over the next five years with some years showing a decline in the school age population. The school district has no plans for new schools. However, the Essex Junction High School has recently added a new library and is nearing completion on a major expansion of the technical center. Single Family housing development, which tends to have the biggest impact on school enrollment populations, is occurring at a very low rate due to the scarcity of vacant land. The increase in multi-family development in the Village is not likely to have a major impact on school enrollments.
5.1 Childcare

Childcare must be addressed in local comprehensive plans as a result of a recent change to the state planning statutes. Childcare is provided in the Village through private childcare facilities. Map 5 identifies the locations childcare facilities in the village. The Village appears to be adequately served by the 16 existing childcare facilities. In addition, there are ample opportunities for new facilities as childcare facilities and home daycare facilities are allowed in most areas of the village.

5.2 Education Goals

Goal 1: To provide opportunities for access to quality education for all segments of the population and promote full use of all facilities.

Objective 1.1: Coordinate with the School District to minimize any negative impact to school resources which results from major new residential development.

Objective 1.2: Encourage the use of Village and school facilities during evening and weekend hours for adult education, educational workshops and career development programs.

Goal 2: To cooperate and coordinate with the School District in providing population projections within the Village.

Goal 3: To encourage alternative access to all educational facilities through the use of sidewalks, bike paths and mass transportation as appropriate.

Goal 4: To maximize use of all public facilities, Village and School, by utilizing the facilities for community and service organizations during off-peak hours.

Goal 5: To promote an elementary school safety program to increase awareness of bicycle and pedestrian safety issues. Consider participating in Vermont's Safe Routes to School Program.

Goal 6: To encourage CCTA to investigate the possibility of expanding bus service during pre-school and after-school hours to those areas of the Village not currently serviced.

Goal 7: Continue to allow childcare facilities and home daycares in all zoning districts that permit schools as well as all residential zoning districts.
6. Utilities/Facilities

6.1 Wastewater Collection System

The Village of Essex Junction has made several improvements to the sewage collection system in the past years. These improvements included upgrading undersized lines and the replacement of pipe showing signs of deterioration; and improving the maintenance program to ensure the present system continue to provide this essential service for the protection of public health. The Village also extended the sewer main on Park Street to service several existing and new businesses to develop and expand. Other adjacent service lines have also been replaced due to severe deterioration of concrete mainline pipe. The community is in process with a capital plan update with information gained in a 2005-2006 comprehensive pipeline assessment of the sanitary sewer collection system.

Presently, the sewer transmission mains within the Village are adequate for the present flows. The gravity sewer system in the Village consists of many different types of pipe used for transmission mains (concrete, vitrified clay, asbestos cement, PVC, cast iron and HDPE).

There are over 16,000 feet of concrete sewer main in the Village (Map 7). Some of this pipe has been in use for more than 60 years and is beginning to show signs of deterioration where the soil conditions are poor. This concrete pipe will eventually need rehabilitation over the next 20 years. High priorities are the major transmission lines as well as lines under main roadways. Assessment will be completed using a standardized pipeline assessment protocol.

Sewer mains are readily accessible to all areas of the Village. Detailed Wastewater Collection System Maps are updated annually and are available at the Village Offices, Public Works and the Wastewater Treatment Facility. Extensions of lines are the responsibility of the developer. The use of septic systems for future development is not necessary. There is adequate capacity to accommodate the few remaining septic systems still within the Village today. A comprehensive listing of on-site septic systems is found in Section 7 of the Village of Essex Junction policies and procedures.

6.2 Wastewater Treatment Capacity

The wastewater facility was upgraded to advanced secondary treatment in 1985. Since then The Wastewater Treatment Facility has completed two upgrades for the Towns of Williston and Essex. Current capacity is presently rated at 3.3 Million Gallons per day.

Rated capacity for the three communities served by the Essex Junction Wastewater Facility are:

<table>
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<th>Community</th>
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</table>

Based on actual flows observed from the Village, there is excess treatment capacity of 0.477 Million gallons per day. There is sufficient hydraulic capacity for the Village beyond the year 2015. Additional capacity will be gained by wastewater collection system work noted above. Capital maintenance work reduces the incidence of water infiltrating into the system from the groundwater table. Additional capacity will be recovered by rescission of unused capacity allocations assigned to development projects that have not been constructed.

Total flow from the three communities serviced is at an average daily volume of 1.9 million gallons per day. Wastewater flows will vary based on weather conditions. Long term flow profiles relate to
development patterns in the communities served. Capital planning with long term rate stability planning will maintain the viability of the infrastructure long beyond its design life.

6.2.1 Pump Stations

Within the Village, there are seven sewage pump stations. Sewage flows by gravity in lower lying areas to a central collection point. There it is collected in a wet well (storage tank) then pumped under pressure to the Wastewater Treatment Facility.

6.2.2 Sludge

The generation of Biosolids (or sludge) is a natural by-product of Wastewater treatment. Increased regulation and controls imposed by the State and Federal governments have made Biosolids a priority in Wastewater Facility operations. The management of Biosolids is accomplished by a cooperative effort with the Chittenden Solid Waste District. This consortium effort uses a subcontractor under contractual agreement with CSWD for management of this organic byproduct of the wastewater process.

Dry weight basis is a parameter used as a standard in the industry for measuring and tracking the efficiency of various processes. We currently produce 350 dry tons of solids per year. Where the solids generated are in a liquid slurry form, the facility uses gravity thickening and subcontractor high solids dewatering to maximize process efficiency. A thickened feed Biosolids at 5% solids is dewatered to greater than 28% solids. Where sludge management costs are on a wet ton basis, the more water squeezed out of the Biosolids, the more efficient the disposal cost. Dryer Biosolids results in more solids removal per ton from the dewatering operation.

Staff and CSWD continue to evaluate the most environmental and cost effective method of recycling or beneficial re-uses of the treatment by-product; Biosolids. The management of Biosolids residuals accounts for over 25% of the annual operational budget. Planning involves a long term evaluation of flexibility, high solids production and long term viability of any process selected. Presently, the use of subcontractor services accomplished this objective for the facility without capital improvement.

6.3 Water Distribution System

The Village of Essex Junction receives its water from the Champlain Water District (CWD). CWD is a water wholesale company that maintains a network of distribution pipes and meters throughout the communities that they service. Water enters into the Village through three main master meters controlled by CWD. Water leaves the Village through one meter. With IBM as a major water user, water into the Village is over 5.5 MGD (Million Gallons per Day). Village users consume 0.75 MGD the balance of the water passes through the system with bulk water billing managed by CWD and water to IBM managed by the Village.

The high volume of water that passes through the community makes the Essex Junction water system one of the largest in the state by hydraulic volume. This high volume of water is good for water quality. With large volumes of water and meters out of the Village of Essex Junction direct control, accurate wholesale billing and acute monitoring of the distribution system for leakage is very important for rate stability.
The Water Department purchased a leak detection system for constant monitoring of the water system for leaks. Twice annually, unaccounted for water or water loss is calculated as part of the residential billing cycle. The Village continues to maintain water loss at low level, well below industry norms.

The residential section water distribution system in the Village of Essex Junction consists of a high pressure system and a low pressure sections. The majority of the Village is serviced off the low pressure system. The high pressure system services a section located in the northeast corner of the Village, this area consists of all Countryside Development, Corduroy Road, Vale Drive, Mason Drive, Kiln Road, the west end of Brickyard Road, Acorn Circle, the west end of Briar Lane and the west end of Woods End Drive. The high pressure system also provides water to the Town of Essex at two locations in this area. As noted earlier, water is obtained through the Champlain Water District. Village residents are eligible to vote on measures to expand the District services.

Presently, most of the water main transmission lines are sufficient with some exceptions. There are areas within the Village where looping the mains would result in improved fire protection and circulation. Other sections of the Village contain water mains that are under sized by today’s public water supply and fire protection standards. The Water System capital plan prioritizes the identified system deficiencies. All capital plans are working documents subject to modification due to changing priorities and opportunities to modify schedule to combine projects.

The Village has sufficient major transmission lines available to serve future development (Map 8). Extension of these mains to serve new development will be the responsibility of developers and must be done to the municipal standards. The Village Water Distribution Map is updated annually and is available at the Village Office, Public Works, Wastewater Treatment Facility. The maps are now in GIS format.

6.4 Stormwater Drainage System

The Village of Essex Junction is a regulated Municipal Separate Storm Sewer System (MS4) under the EPA and State of Vermont Phase 2 stormwater permit process. The Village is regulated as the population density exceeds 1,000 persons per square mile. The Village began participate in this program at its inception in 2002. As required by law, the community is required to comply with six program areas.

1. Public Education and Outreach on stormwater
2. Public participation/involvement in stormwater management and decision making
3. Illicit discharge detection and elimination
4. Control of construction site stormwater runoff
5. Control of post construction runoff
6. Municipal pollution prevention and good housekeeping

The Village has implemented all required permits related to stormwater. There remain several expired permits which will need to be addressed as applicable state permit rules are developed. Until then, all systems are inspected at minimum, once annually after snow melt, twice a year as specific permit conditions apply.

The Village of Essex Junction has two waterways passing through the community. Both of these streams are impaired due to stormwater flow contributions. The streams are Indian Brook and Sunderland Brook. Though the streams are close to attainment of water quality standards, ongoing State Agency of Natural Resources evaluation may lead to an issuance of a TMDL (Total Maximum
Daily Limit) to aid in the speedy return of the stream to Vermont Water Quality Standards. The TMDL determination is to be made in 2008.

Issuance of a TMDL may lead to additional capital improvements necessary for stormwater management compliance. In the meantime, two projects have been completed along Indian Brook to aid in the stream recovery. A flow volume and sediment offset was constructed in 2006 for the Upland Drive Drury Drive area using private funds. In 2007, a similar project was completed on Central Street and is known as Five Corners North. Funding for this project was both State and Federal with a lesser portion from the Village Capital Plan.

The Village of Essex Junction has historically maintained its stormwater infrastructure to a higher standard than most communities. This ongoing maintenance and management of these stormwater assets will further insure water quality at a value price for the community.

6.5 Streets/Sidewalks
The Village maintains 32.3 miles of streets and 33.5 miles of sidewalks. The continued maintenance and improvement of this system is an important future budget consideration. New maintenance and improvement of this system should ensure lower long-term maintenance costs. However, older constructed areas may need substantial improvements. (See Village Capital Plan)

6.6 Public Utilities

Comcast Cable

Provides cable service to anyone who wishes to subscribe. Services are available to the entire Village.

Vermont Gas Systems

Natural gas service is provided upon request. Expansion follows development. The following areas currently are not yet served: Old Colchester Road, Whitcomb Farm area and Roscoe Court.

Green Mountain Power

Supplies electricity to the Village by means of the hydroelectric plat on the Winooski River. Adequate power is available to serve new growth within the Village.

Verizon

Provides telephone service to the community.

Unicel, Nextel, Sprint and Verizon Wireless

Provides wireless telephone service to the community.

The provision of all public utilities is regulated by the State and Federal governments. Service to Essex Junction is adequate at present, and for the foreseeable future. However, the Village should continue to monitor these services and participate in public hearings on all projects which may have an impact within the Village.
Public Buildings/Offices

Local, state and federal governments are acknowledging the benefits of having public buildings located in historic downtowns and village centers. Public buildings increase the daytime population in an area through its employees and those visiting the offices. The increase in daytime employment and activity from public offices helps keep the downtown vibrant and businesses healthy. In addition, public buildings in downtowns give opportunities for the reuse of important historic buildings and give employees and visitors access to increase transportation choice by being located in a pedestrian friendly area that is accessible by public transportation. For the reasons described above, the state and federal government both have policies requiring them to give priority consideration to locating public buildings in downtowns and village centers.

The Village Center has several public buildings including the Essex Junction Municipal Offices, the Brownell Library, the Fire Department and the Winston-Prouty Federal Building. The Essex Town Municipal offices are located within a half mile from the Village Center. The Essex Junction School District and Union 46 school districts should give consideration to locating their offices in Essex Junction’s designated Village Center.

6.8 Brownell Library

The Brownell Library completed a five year plan: Into the Next Century: Brownell Library Plan for 1995 – 2000 in September 1995. The five year plan is currently being updated and will be completed in December of 2007 and is incorporated into the 2007 comprehensive plan by reference. Below is information that will likely be included in the 2007 plan. However, upon adoption the plan shall supersede this information.

The Brownell Library’s mission is to provide a current and diverse collection for all ages in a welcoming and comfortable environment where people come first. The staff’s mission is to help patrons utilize the library’s resources and to provide opportunities for community enrichment and cultural awareness.

Four Service areas Service Response Areas are identified in the 2007 plan:
Commons, Cultural Awareness, Current Topics & Titles, General Information

1. Commons – Patrons will find that there is adequate space to hold meeting for up to 50 people.
   a. Increase use of the Kolvoord Community Room.
   b. The Library will hold more programs for adults and children.
   c. More residents will find the library a comfortable and friendly place to spend more of their leisure time.
   d. The library will offer opportunities for community members to communicate with each other in a pleasant and welcoming space.
   e. The library will sponsor public forums on topics of local and worldwide interest throughout the year.

2. Cultural Awareness – Providing opportunities for residents of all ages to enhance their understanding of the wider world.
   a. More residents will be able to find materials in all formats in the Library's collection that bring the arts, history, thought, and literature of the earth's people into focus.
   b. Patrons will be offered programming on the humanities, global concerns and social issues.
3. Current Topics and Titles
   a. Patrons will continue to find materials that reflect current cultural and social trends.
   b. More patrons will be able to read the best sellers when the material is still new.
   c. Patrons will find a deeper collection of materials on CD, books on tape and videos on a variety of topics.
   d. Patrons will be able to search the library's catalog from the Internet anywhere in the world.
   e. Patrons will continue to find the library's website useful and with a wider scope.
   g. General Information
      1) More patrons will use the library as a place for browsing and independent study.
      2) Patrons will continue to find up-to-date resources for answering questions about work, education and home.
      3) Patrons will find increased internet availability with a staff willing to provide guidance and instruction.
      4) Patrons will continue to have their reference queries answered in an accurate and efficient manner when the library is open.
      5) The Director will encourage staff continuing education in the use of print or electronic information sources via in-house and external education offerings.
      6) The staff will evaluate the reference sources found online while maintaining a collection that meets the public's need to know.

6.9 Fire Department

The Essex Junction Volunteer Fire Department surveyed the entire Village in 1998. All types of dwellings within the protection area were reviewed and a five year plan on fire protection equipment needs was developed.

Currently, the Fire Department operates two pumpers and one pumper/ladder: one pumper is a heavy rescue unit, and one is a utility truck. If the Village were to develop all of the existing property within the Department's protection area, based on the survey, the current level of equipment would be sufficient.

The Fire Department has worked closely in the last two years with the Public Works Superintendent on the fire hydrant system. Two new hydrants have been added and several areas identified that need to be upgraded for optional fire protection. The most important area is Susie Wilson Road to West Street Extension.

In addition to equipment and building needs, a major issue to be reviewed is the role of the Fire Department in Fire Prevention. The lack of any full-time personnel limits the department's capability to aggressively promote Fire Protection programs. Also, the ability to inspect structures and access fire exposure is limited by lack of personnel. Consideration should be given to creating a limited full-time Department as a first response team and for initiating fire exposure and fire prevention programs. The adoption of a Build Code for single family dwellings should also be analyzed as a part of an overall fire exposure and fire prevention program.

In November 1994, the Fire Department was reevaluated by the Insurance Service Organization. The result of this was that the insurance rating went down from a Category 5 to a Category 4; this is an improvement that will reduce commercial and industrial buildings' fire insurance premiums by 4-10%.
6.10 Utilities/Facilities Goals

Goal 1: To provide a Village infrastructure system that adequately ensures the availability of potable water, disburses storm and ground water runoff and disposes of sanitary wastes in a manner which ensures community health and is environmentally sound.

Objective 1.1: Maintain Public Works Specifications utilizing prudent and reasonable technology to ensure adequate infrastructure systems. Include adequate designs to allow for peak usage and control peak flows.

Objective 1.2: Implement Asset management plans through capital projects that upgrade existing water, stormwater and sanitary sewer systems to insure long term rate stability.

Objective 1.3: Utilize the available sewer capacity in a manner which will provide the most benefit to the Village of Essex Junction.

Objective 1.4: Continue to provide improvements or extensions to existing infrastructure systems without undue financial burden to the Village.

Objective 1.5: Maintain the existing infrastructure systems for maximum life and use.

Objective 1.6: Ensure new developments have adequate services.

Objective 1.7: Continue to identify existing areas where deficiencies in the systems occur and could potentially have a detrimental effect on safety, health, or the environment.

Objective 1.8: Consider leasing on a more permanent basis basic sewer capacity in excess of potential development in the Village. (Trustee Decision)

Objective 1.9: Actively participate in the Champlain Water District operations and planning process.

Objective 1.10: Obtain voting membership in the Champlain Water District.

Objective 1.11: Implement stormwater discharge standards to be included in Future Land Development Code [ordinance] revisions.

Goal 2: To participate in Public Service board hearings and to encourage the continued provision of a high quality of public utility services to the Village.

Objective 2.1: Encourage utility companies to provide high quality services to all areas of the Village as new development occurs.

Objective 2.2: Require public utilities to maintain their corridors, to remove all existing poles as part of pole replacement projects in a timely manner, and to fix damage to Village infrastructure resulting from utilities construction projects.

Goal 3: To provide the community with the best possible sidewalks for the purpose of pedestrian travel at the most reasonable cost.

Objective 3.1: Establish a prioritized capital improvement plan for upgrading sidewalks.

Objective 3.2: Complete a quality assessment inventory on all sidewalks including handicapped accessibility, length, width and deficiencies (heaving, drainage).

Goal 4: To continue to provide all Village segments with the best fire protection.

Objective 4.1: Actively recruit volunteers for the Fire Department.

Objective 4.2: Consider establishing a limited full-time Fire Department.

Objective 4.3: Consider adopting building and life/safety codes.

Goal 5: To provide a high level of Library Services to Village residents for their enjoyment and information with special emphasis on popular materials, children's services and reference sources.
Objective 5.1: Provide training and easier use for the public on electronic tools and resources.

Objective 5.2: Continue offering Internet training for patrons on a daily basis. Keep statistics on the total number to equal or exceed the number in 2002.

Objective 5.3: Be ready to help patron on demand with all current databases and publicly available computer software and related equipment and keep statistics of such help.

Objective 5.4: Add 2 new laser network printers for public use to facilitate easier copying and more economical ink use.

Objective 5.5: Publicize new services and computer training opportunities in the local weekly paper as needed, or at least on a quarterly basis.

Goal 6: To maintain existing public buildings in the Village Center unless their function warrants an alternative location. To encourage other public entities to give priority consideration to the Village Center for their public building(s) unless the function warrants an alternative location such as the wastewater treatment plant or public works garage.
7. **Housing**

The availability and quality of housing are important determinants of a community’s quality of life. The 2001 Village of Essex Junction Citizen Survey indicated that nearly 94% of residents felt housing quality in Essex Junction was average or excellent. The Village must work to make sure that residents remain that satisfied, well into the 21st century. A major component of this Plan is to ensure the availability of housing to all segments of the community while maintaining this high housing quality.

7.1 **Housing Supply**

The existing housing stock in Essex Junction is mixed. Although single family detached dwellings are the single largest housing category, other alternatives exist. Figure 3 provides a summary of housing stock by dwelling type.

![Figure 3](image)

**Figure 3**

**Housing Stock by Number of Units in Structure**

*Essex Junction, 2000*

Total number of units: 3501.

7.2 **Characteristics of Residents**

The average household size in 2000 was 2.48 persons per household. This number has gone down over the last 30 years, but now seems to be stabilizing or even on the rise, according to the Chittenden County Regional Planning Commission (CCRPC).

In 2000, there were 3409 households, and 3,501 dwelling units; therefore, 92 units were vacant. The make-up of these households was:
Table 7
Households in Essex Junction, 2000

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of families:</td>
<td>2,253</td>
</tr>
<tr>
<td>Number of people living alone:</td>
<td>901</td>
</tr>
<tr>
<td>Householders not living alone:</td>
<td>255</td>
</tr>
</tbody>
</table>


7.3 **Building Activity**

Residential growth within Essex Junction has remained relatively steady since the mid-1970's. Since that date, there has been a general trend toward single family construction. By 1984, single family development outpaced multi-family construction.

The period 1985 to 1999, also consisted primarily of single family housing developments, with the development of nearly 350 single family homes in the Countryside and Fairview Farms neighborhoods and the recent development of 84 single family homes on the Whitcomb Farm.

The demand for single family homes in Essex Junction during 2000 and 2001 was not completely exhausted, as there were 48 permits for single family homes issued during this period.

While the Village has seen a decline in the development of single family detached housing over the last five years, largely as a result of a diminished land base, there has been a sharp increase in the development of multi-family housing projects. The increase in higher density multi-family housing was made possible by zoning changes put in place in 2000.

Highland Village at 61-69 Pearl Street is the most obvious example of the newer high density housing, which was built at approximately 16 units per acre. Another example is the 30 unit affordable rental housing (26 affordable; 4 market rate) project at 203 Pearl Street, which was funded in part by public grants and tax credits. Riverside in the Village off Park Street is still in the process of being built and will ultimately consist of 66 market rate apartments, 70 condominiums, 63 student housing units (for the New England Culinary Institute) and 35 senior housing units.

Housing growth is important not only as a mechanism to provide housing that is affordable to all segments of the population, but also important for economic stability and business retention and growth. Essex Junction businesses rely primarily on local residents to support their businesses. An increase in the number of housing units and density will increase the market potential for local businesses.
Source: Essex Junction Planning Department

The 2006 Regional Plan established non-binding housing growth targets for each Chittenden County municipality for 2000-2010. The housing targets list an overall number of housing units along with targets for moderate income housing (affordable for those making 80% of median household income) and affordable housing (affordable for those making less than 80% of median household income). Essex Junction's housing target is 504 units. As of 2007, Essex Junction has issued permits for 373 housing units and the planning commission has approved 258 additional units that will likely be permitted by 2010, which would bring the total number of housing units to 631 units. Therefore, Essex Junction is likely to exceed the overall housing growth target established by the CCRPC with the construction of well over 600 housing units in the ten year period.

7.4 Housing Cost and Affordability.

The median price for a home in Essex Junction in 2005 was $219,700 (www.city-data.com/city/Essex-Junction-Vermont.html). The median home price in the Burlington Metropolitan Statistical Area (MSA) is $216,000 according to the US Census Bureau's 2005 American Community Survey. The median household income in 2005 was $51,979 for the Burlington MSA according to the 2005 American Community Survey (www.census.gov). Assuming that households should not spend more than 30% of their gross income on housing costs, a household earning the median income in the Burlington MSA could afford monthly housing costs of approximately $1200. Assuming a down payment of 10%, the median home in Essex Junction would cost approximately $1200 a
month including principal, taxes, insurance and interest. Therefore, it appears the median home price in Essex Junction is relatively in line with the median income in the Burlington MSA.

Determining if 100 units of “affordable” or “moderate income” housing will be constructed by 2010 to meet the CCRPC housing targets is difficult to determine as Essex Junction does not have inclusionary zoning or other requirements that guarantee housing affordability in the future. Twenty-six affordable units and 20 special needs units were constructed in the Village over the last ten years using state tax credits, which require them to remain affordable. These units nearly meet half the CCRPC housing target for affordable and moderate income house.

All of the remaining housing units constructed in the Village since 2000 have no requirements to remain affordable and are subject to fluctuations in the housing market. However, based on the 2007 property re-appraisal conducted by the Town of Essex, 32 of the 77 units constructed at Highland Village (61 Pearl Street) are priced below $183,000, which is the maximum cost of housing that is affordable to households earning 80% of the median income ($41,583).

The Riverside in the Village project, which is currently under construction, will include 66 market rate apartments, 70 condominiums, 63 units of student housing and 35 senior housing units, a significant portion of which may be classified as affordable or moderate income housing in the future. It appears the Village’s decision to increase densities (which made Highland Village and Riverside in the Village possible) in specific zoning districts is allowing more affordable housing units to be constructed. Essex Junction is likely to meet the housing targets established by the CCRPC.

Essex Junction is not prepared to adopt an inclusionary zoning ordinance at this time, but will instead focus on issues within our control that affect the affordability of housing including housing densities, permitting, and redevelopment.

7.5 Other Housing Issues

In addition to concerns regarding the balancing of the demand for housing versus regulating the impacts of new housing development, there are a variety of other housing issues within the community including:

1) Building/fire codes
2) Multi-family conversions
3) Special needs housing
4) Historic preservation
5) Energy conservation
6) Preservation of neighborhood character.

All of these issues are important considerations within this Plan. Many of these issues are included in other Plan elements. Some areas require added studies to determine feasibility. Specific strategies are included in the Goals section of this element.

7.6 Housing Goals

Goal 1: To provide a variety of housing opportunities for all present and future residents of the Village of Essex Junction while creating and preserving quality residential environments and existing neighborhood characteristics.

Objective 1.1: Permit innovative development strategies including commercial/residential developments, zero-lot lines, and transfer of development rights where appropriate and after special review.
Objective 1.2: Study the feasibility of adopting and enforcing uniform building and fire codes for housing.

Objective 1.3: Consider energy conservation standards and alternate energy resources in all future codes.

Objective 1.4: Allow existing non-conforming multi-family conversions to continue, provided minimum neighborhood standards are maintained.

Objective 1.5: Consider zone changes to preserve existing structures of historic village character along sections of major arterials and in historic neighborhoods.

Objective 1.6: Provide a mechanism within the Land Development Code to encourage the creation of new affordable elderly housing.

Objective 1.7: Consider zone changes to preserve our single family stock by discouraging its conversion to multi-family housing while encouraging the development of new multi-family housing in commercial and multi-family zones.

Objective 1.8: Maintain allowance for density bonuses in the Planned Residential District for the construction of affordable housing.

Objective 1.9: Allow high density housing in major commercial areas and maintain the R-2 small lot single family zoning designation to allow for affordable housing.

Goal 2: To cooperate with surrounding communities, private developers and nonprofit developers, to jointly create affordable housing and senior housing.

Goal 3: To continue to provide adequate sites in residential areas or areas of residential character for special needs housing.

Goal 4: To encourage private and public property owners of historically significant structures to maintain the historical integrity of the structures.
8. Transportation

Transportation is an important issue to the Village of Essex Junction. The “Five Corners” intersection presents difficult traffic management problems. The location of the railroad tracks add to the complexity of the problem. The historic development of Pearl Street and resultant numbers of curb cuts provide traffic safety concerns. In addition to factors within the Village, growth in adjacent communities results in traffic increases throughout the Village.

The Village street network is essentially a grid of interconnected streets, dead end streets make up only a small portion of local streets. The state highways of Route 15, Route 2A and Route 117 provide the only vehicular connections into and out of the Village. Therefore, they carry significant amounts of non-destination and local traffic. The interconnected street system allows for multiple routes to the same destination, thereby giving users of the network options for getting from point A to B. The interconnected local street system reduces congestion on major arterials, but increases the impact on local neighborhoods, especially as a result of traffic associated with Village Schools. Continuing to maintain the interconnected street network and connect streets in new developments is a central transportation policy within the Village.

The complexities of the transportation network described above require a concentrated, coordinated transportation planning effort within the Village. There are no single, simple solutions available. It is necessary to develop a multi-model approach to transportation planning. Included is the street network, bike paths and sidewalks, public transit, and the possibility of railroad transit. In addition, public safety is an important consideration in any improvements considered. Such a multi-modal approach can lead to an improved, cost-effective and energy-efficient transportation network.

8.1 Streets

The Village of Essex Junction is fortunate in that there are no outstanding needs for construction of major new streets. The basic network has already developed. As new development occurs, the extension of the existing street network will be constructed by developers.

The primary issue, therefore, is increased traffic management, particularly for non-destination traffic.

The influence of the first phase of the Circumferential Highway, completed in 1993, can be clearly seen in reduced traffic volumes and accidents for 1995. However, it is also clear that this reduction is temporary. Traffic volumes at the Five Corners are increasing to levels that are higher than pre-Circumferential Highway levels (CCMPO, Route 15 Corridor Study, 2007). Approximately 30,000 vehicles per day travel through the Five Corners. Many of these trips do not start or end the village and are considered non-destination traffic. New developments in adjacent communities such as in Taft Corners in Williston contribute to even higher volumes.

Due to the growth in non-destination traffic, the village supports alternative routes between adjacent communities along with an additional crossing over the Winooski River. Non-destination traffic is a threat to the vitality of the Village Center where the emphasis needs to be on local access, pedestrian mobility and safety, and aesthetics. Increased vehicular capacity is in direct conflict with these Village Goals and therefore is not supported to the extent it would involve additional vehicle lanes and road widening.

Safety is another major concern. The state highways of Route 15, Route 2A and Route 117 all carry significant amounts of non-destination traffic through Essex Junction. The high number of curb cuts along with the size and location of curb cuts contributes to safety issues, particularly on roads with
more than two lanes such as Pearl Street and portions of Park Street near the five corners. Access management is therefore an important consideration of this plan. See Map 4 for high accident locations.

8.2 Sidewalks/Bike Paths

The provision of sidewalks and bike paths within the Village are important transportation issues. Essex Junction currently has approximately 38 miles of sidewalk to maintain. Cost and the efficient expenditure of tax dollars on sidewalks was a major consideration in the preparation of the Sidewalk Plan and Policy in 2005 to address the existing and future sidewalk network.

The policy for the number of sidewalks varies depending on the road function and density. Sidewalks will be constructed and maintained in the future in accordance with the following standards:

Table 8: Sidewalk Policy

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial Streets</td>
<td>Both Sides</td>
</tr>
<tr>
<td>Collectors</td>
<td>Both Sides</td>
</tr>
</tbody>
</table>
| Residential Streets with a density greater than 4
  units per acre                                  | Both Sides |
| Residential Streets with a density between 1 and 4
  units per acre                                  | One Side |
| Residential Streets with a density of less than 1 unit
  per acre                                        | None    |

The Village will not actively remove sidewalks, but would do so in association with a street or sidewalk reconstruction project. Several areas of the Village in low density neighborhoods would see the eventual removal of sidewalks on one side of the street. On some major arterials, sidewalks would be added. The emphasis of the sidewalk plan and policy is to maximize resources while improving connections.

Bike paths are another important consideration of the transportation plan. The Transportation Map identifies all sidewalks, bike paths and bike lanes within the village. The three types of bike paths are as follows:

1) Class 1 – Independent bikeway on separate right-of-way or easement, designated for the exclusive use of non-motorized vehicles.
2) Class 2 – Restricted right-of-way on roadway or sidewalk, designated for the exclusive or semi-exclusive use of non-motorized vehicles; designation is by striped pavement markings or by physical barrier and signing.
3) Class 3 – Right-of-way on street shared with motor vehicles, designated by signing only.

Due to the built-out nature of Essex Junction it is almost impossible to construct a complete Class 1 Bicycle Path. A combination of all three classes is necessary. On major arterial roads such as Pearl Street the high number of curb cuts makes an off-road bike path infeasible and does not adequately address the need for local access if the path is not immediately adjacent to the street. On-street bike
facilities should be considered in these areas and supported at the regional level. In addition, new recreational opportunities will be made available to Village residents. On low density residential streets bicyclists use the road shoulder with minimal conflicts, the need for bicycle facilities is most needed on major arterials where options are extremely limited for safe bicycle access.

8.3 Parking

The Village provides public parking in the Village Center District via on-street parking and off-street lots. On-street parking is available throughout the Main Street and Railroad Avenue area of the Village Center along with two off-street parking lots on Ivy Lane and behind the Brownell Library. On-street parking will be added to Park Street in between 34 and 37 Park Street as part of the Essex Junction Redevelopment Project.

Parking within the Village Center appears adequate at this time. However, if the need arises for additional public parking in the Village Center the Village should look to add on-street parking or add an additional off-street parking lot.

The provision of park and ride lots should be considered in the future based on regional needs.

8.4 Public Transportation

The Village of Essex Junction is served by the only Amtrak terminal in Chittenden County. Bus service is provided by the Chittenden County Transportation Authority from approximately 6:00 am to 10:00 PM. The CCTA is managed by a Board of Directors with two representatives from the Town of Essex.

Improvements to the public transportation system are important. Public transit access to places of employment and to major shopping centers may help to alleviate traffic congestion. New construction and reconstruction should consider public transit access. Other important issues include bus stops, passenger shelters, run times, public education, funding and increased convenience. The Village should work with local representatives to encourage the CCTA Board to pursue these issues.

8.5 Air Pollution/Energy Conservation

Air pollution, energy conservation and land use are important transportation issues. Increased use of public transit and bikeways will reduce pollution and save energy. Therefore, these benefits should be considered when any improvements to the transportation network and land use changes are considered. The elimination of cars is not possible, but the elimination of unnecessary trips and increasing transportation options are an important first step.

8.6 Transportation Goals

Goal 1: To support the completion of the Circumferential Highway.
Objective 1.1: Provide alternate routes for non-destination traffic
Objective 1.2: Do not support capacity increases on state highways in the Village that involve additional vehicle lanes
Objective 1.2: Emphasize local access, public transit, pedestrian safety and access, and aesthetics in future streetscape projects

Goal 2: To monitor, evaluate and implement traffic management practices on a continuing basis.
Objective 2.1: Monitor annual traffic counts and accident data
Objective 2.2: Review all development proposals to minimize traffic and pedestrian safety concerns.
Objective 2.3: Where feasible, reduce the number and size of non-conforming curb cuts during development review
Objective 2.4: Encourage the use of joint access driveways and shared parking lots when physically possible.
Objective 2.5: Monitor the timing and sequence of all traffic lights to optimize traffic and pedestrian safety.
Objective 2.6: Cooperate with adjoining communities to develop strategies to minimize traffic increase within the Village resulting from development beyond the Village limits.
Objective 2.7: When possible, avoid dead end streets. Connect new streets into the existing street network from at least two points.
Objective 2.8: Request that neighboring communities require major development proposals to include traffic impact analysis at the Five Corners and that traffic analysis be submitted to the Village for review.
Objective 2.9: Study and consider options for reducing traffic at the two high crash locations indicated on the Transportation Map
Objective 2.10: Implement the Village Sidewalk Plan and Policy

Goal 3: 
To facilitate the use of sidewalks as a viable transportation alternative.
Objective 3.1: Review all development proposals for the efficient use of sidewalks.
Objective 3.2: Consider alternative standards for sidewalks based upon location and potential usage.
Objective 3.3: Encourage school age children to walk or ride a bike to school to reduce traffic congestion. Encourage enrollment in the Vermont Safe Routes to School Program.

Goal 4: 
To review and implement parking strategies consistent with other planning purposes.
Objective 4.1: Encourage quality site design and landscaping for all new parking lots.
Objective 4.2: Encourage bus and pedestrian access to all parking facilities.
Objective 4.3: Develop long-term strategies for parking demand within the Village Center.
Objective 4.4: Review all parking requirements and develop revised parking requirements which may include off-site parking, in lieu contributions or other alternatives.
Objective 4.5: Cooperate with adjacent communities to locate commuter facilities in or in close proximity to the Village.
Objective 4.6: Consider policies to require or encourage the installation of bicycle parking racks at major activity centers such as shopping centers.

Goal 5: 
To promote and implement strategies to encourage the use of bicycles as alternate transportation modes.
Objective 5.1: Consider bicycle access in the review of all development proposals.
Objective 5.2: Consider the construction or signage of bicycle lanes on all future street construction projects.
Objective 5.3: Pursue the use of Federal and State funding for construction of Bicycle Paths.
Objective 5.4: Include bicycle paths as a component of the Capital Budgeting process.
Objective 5.5: Create a Bicycle Path Advisory Committee to recommend projects and to pursue funding.
Objective 5.6: Encourage the donation of land, labor and monies to the implementation of the Bicycle Path.

Goal 6: To encourage increased usage of the public transportation system.
Objective 6.1: Cooperate with the Chittenden County Mass Transportation Authority to increase access to bus routes including the use of 15 minute cycles during peak hours.
Objective 6.2: Encourage the use of bus turn-offs and shelters on major streets.
Objective 6.3: Encourage the State of Vermont to develop tax measures which support alternative transportation and reduce pressure on the local property tax.
Objective 6.4: Cooperate with the CCTA to encourage education programs on the benefits of using public transportation.
Objective 6.5: Continue to support the elderly transit program.

Goal 7: To cooperate with the State of Vermont to locate air quality monitors at the Five Corners.
Objective 7.1: Require applicants with potential emissions to obtain necessary state or federal permits prior to any local approvals.
Objective 7.2: Work with state and regional officials to ensure the uniform enforcement of all air Pollution Standards.

Goal 8: To cooperate with state and regional entities pursuing efforts to establish commuter trains.
9. Land Use

The livability and viability of any urban area are largely dependent on the pattern of land uses within the community. Transportation efficiency (and safety), the accessibility of various activities (i.e. shopping, entertainment, etc.) and the quality of residential neighborhoods are determined in many cases by land use patterns. The land use element is thus a "vision" for future development or redevelopment within the community. This "vision" can have an immediate and direct impact on the physical growth and appearance of the community.

9.1 Existing Land Use

The existing generalized land use pattern within the Village is indicated on Map 9. This existing land use pattern will, to a large degree, direct the future land use pattern. An analysis of the existing land use pattern leads to the identification of several areas with distinct development trends. Chapter IV also provides a detailed summary of historic development patterns within the village. These generalized areas are depicted graphically on Map 10 and discussed individually below:

1) Village Center – While Lincoln Hall dates from the early nineteenth century (it was originally built as an inn), most of the buildings in the commercial center of the Village date from the late nineteenth and very early twentieth centuries. In the commercial core of the area, the buildings are typical turn-of-the-century commercial types. They are built to the front sidewalk lines and cover a very high percentage of their sites. Frequently, they share common walls with their neighbors. On the front facades their first floors contain glazed storefronts which add to the pedestrian sense of the area.

The buildings are predominantly two story structures with a pronounced horizontal frieze below the cornices. The cornices tend to be heavily decorated with brackets, dentils, etc. In addition, the larger buildings (which tend to be brick) have a strong horizontal band at the second floor level. Visually, this gives the buildings a horizontal orientation which adds a sense of scale to the area.

The wood frame buildings (such as those on the east side of Main Street) do not, (or no longer) have this decorative treatment, and have vertical orientation and a somewhat different scale. This is partially mitigated by the fact that the lower floors have glazed store fronts and the tops of the store windows form a horizontal visual element.

In summary, the principal architectural features which create this area's sense of scale and identity are as follows:

1. Zero front yard setback and high site coverage.
2. Glazed storefronts on the first floor.
3. Flat roofs with a strong horizontal frieze below cornices.
4. Strong horizontal band at second floor level.

Moving out slightly beyond the commercial core of the area, the architecture changes significantly. Most buildings in this area were constructed as residences during the same period as the commercial structures, but the prevailing residential styles at the time were variations on Victorian. Thus, the residential buildings tend to be two-and-one-half story structures with gabled roofs, frequently with ells and other protrusions forming complex roof forms. Where still present, roof shingling patterns are quite decorative. Many of the buildings are oriented with gable ends towards the street.
The facades of these residential structures reflect considerable decoration, with porches, decorative arches and supports, cutaway bay windows with brackets, eave brackets and cornices. Finally, the buildings tend to be set back with lawns between them and the street, and have lawns separating them from their neighbors. Some of these structures have been converted to non-residential use while retaining their original architectural appearance.

In summary, the architectural features which make this area unique in the center of the Village are as follows:

1. Modest lawn separating the buildings from the street and from each other.
2. Complex facades with porches, projecting windows, ells and ornamentation.
3. Complex roof forms with steep pitches, gables and dormers.

Even though the commercial and residential buildings date from roughly the same era, the different architectural treatments created a distinct delineation between what was the original commercial portion of the Village and the residential area surrounding it. While many of the old residences are now used for commercial activities, their areas remain qualitatively different from the commercial core of the Village.

One final note; in most cases there is no parking between the buildings and the street, and this adds considerably to the intimacy and pedestrian orientation of the Village Center.

2) **Summit Street to Five Corners** – This area has maintained a residential character. Although some residential structures have been altered for business purposes, much of the original structural detail remains. Commercial conversions are limited to low traffic volume professional offices. The northerly side of Pearl Street along this section of Pearl Street contains single family homes of traditional and historic value. These structures are worth protecting against conversion to office or apartment uses. This section of Pearl Street should be rezoned to R-2 District.

3) **Pearl Street from Summit to Willeys Court** – This area is typified by intense commercial development with multiple curb cuts. There is a mixture of building types, colors, materials, and signs. The more recent construction is dominated by increased landscaping and more efficient site design which stands in marked contrast to the older structures. The only area of significant historic value is the Champlain Valley Exposition Fairgrounds which is dominated by open space and significantly different types of structures.

4) **Susie Wilson Road to Willeys Court** – This area is dominated by conversions to small businesses, professional offices and apartments. This area was recently re-zoned from HC to MF/MU-1 in recognition of its transition from single family uses to apartments and less intense business uses, and as an extension of the Pearl Street Corridor.

3) **Indian Acres Area** – This area is dominated by well maintained single family dwellings on small lots. Several properties have been converted to duplexes or dwellings with accessory apartments.

4) **Warner Avenue Area** – This neighborhood has maintained a single family residential character. No multi-family conversions have been located.

5) **Prospect Street Area** – This neighborhood has a mix of structures, some of historical significance. Some multi-family units and duplexes have been established. Several large residences help establish a unique character to the neighborhood.
6) **Village Center Neighborhood** – The areas adjacent to the Village Center have been in transition. There is a mix of single family, duplex and apartment dwellings. Many lots are large enough to be subdivided. The type of development which has occurred in this area may lead to pressure for further single family conversions. Consider zoning changes to distinguish these residential and low intensity commercial areas from the core commercial areas in the Village Center District.

7) **Brickyard Area** – This area is dominated by multi-family and condominium development. There is no vacant land available for future development.

8) **Countryside and Rivendell** – Both of these areas are dominated by newer residential structures on large lots. Virtually no multi-family conversions have occurred.

9) **Park Street Corridor** – This area has been in a state of transition. Properties nearest the Five Corners have been converted to multi-family and commercial development. Property south and west of South Street has maintained a single family residential character with the presence of several large older homes. The east side of the corridor has seen substantial conversion to multi-family and two-family dwellings.

10) **Maple Street Corridor** – Properties from the Five Corners to Mansfield Avenue have been in transition with several conversions to duplexes. From Mansfield Avenue to the Village limits, and single-family residential character has been maintained. To preserve the single family character of this corridor, it should be rezoned from RO to R-2 from Mansfield Avenue to Elm Street. Accordingly, further conversions of single family to multi-family in this area should not be allowed.

11) **Main Street Corridor** – Lower Main Street to the Village Center has largely converted to multi-family and two-family dwellings. Some dwellings are commercial or are used for home occupations. The upper portion of Main Street, particularly the westerly section, is primarily residential, and should remain as such because a primary goal of the plan is direct growth to the Village Center and commercial and multi-family areas.

12) **Lincoln Street Corridor** – This area has a mix of uses including residential, commercial, offices and public/quasi structures. Several lots are large and might be subdivided in the future.

13) **Fairview Farms** – A relatively new residential area, with 99 lots and 10 acres open space.

14) **Whitcomb Heights** – 84 lots have been approved; municipal infrastructure is being built as of August 1996. There are conservation easements, a buffer zone and 9 acres open space. In addition, 142 condominium units have been approved on the Farm between Cascade Street and South Street. 50 duplexes have been approved south of Cascade Street and North of the Winooski River.

9.2 **Future Land Use**

Essex Junction faces the challenging task of planning in a mostly developed community. The issues that face the community today are complex, and have been detailed throughout this Plan. The Future Land Use Map (Map 10) is the fundamental element of the overall Comprehensive Plan. It represents the proposed distribution of land uses within the Village. While there are several
changes, the Future Land Use Map generally follows existing patterns of development, but may allow for great densities and building heights in certain core mixed-use zoning districts.

Equally important as the Land Use Map are the individual Plan elements. These establish guidance and details necessary to achieve desired changes. The interdependence of these elements cannot be over-emphasized in that all must be consistently adhered to if the overall Plan is to remain viable. Thus, the Land Use Map is not just a physical depiction of desired land use, but is the culmination of detailed analysis of all factors related to the future growth and development of Essex Junction.

This Plan Element encompasses three major sections:

1) Land Use Goals – The Land Use Goals provide general guidance to the development of future land use categories. They establish the context in which future land use categories and the Future Land Use Map are developed.

2) Land Use Categories – The Land Use Categories provide specific guidance to interpreting the Future Land Use Map. They establish the intent of the various mapped area, and describe the general range of uses and provide guidance for development of implementation measures.

3) Future Land Use Map – The Future Land Use Map represents future land use patterns for the Village. It is the key document necessary for the creation of Zoning District Boundaries.

9.3 Land Use Goals

Goal 1: To provide sufficient locations within the Village to accommodate a variety of land uses including public, quasi-public, residential, commercial and industrial uses.

Objective 1.1: Consider redefining zoning district boundaries in the Village Center to address differences in land development patterns between the core commercial areas and the residential neighborhoods.

Objective 1.2: Encourage the development of market rate residential development in the Village Center and Pearl Street Districts.

Objective 1.3: Study the purchase of key properties in and around the Village Center for public use.

Goal 2: To promote responsible residential growth and encourage the growth and maintenance of quality residential areas.

Objective 2.1: Conserve open space/agricultural land for future generations.

Goal 3: To mitigate negative impacts of contiguous but different land uses.

Goal 4: To ensure that quality land planning and structural design occur in all commercial and industrial areas in a manner compatible with surrounding architecture.

Goal 5: To coordinate land use decisions with associated public infrastructure needs including streets, sidewalks, bicycle paths, drainage, water, sewer, schools, recreation and other public needs.
Goal 6: To provide mechanisms which encourage innovative development while maintaining the existing urban character of the Village.

Objective 6.1: Consider the use of Design Review, Overlay Districts, Development Agreements and Tax Increment Districts as appropriate.

Objective 6.2: Encourage the use of Planned Residential Development

Goal 7: To coordinate development with adjoining communities as appropriate.

Goal 8: To coordinate needed public improvements with the development review process.

Goal 9: To prevent development of land which is environmentally unsuitable for construction.

Goal 10: To design new street layouts to minimize both overall street length and the quantity of site grading required.

Goal 11: To place a high priority in development review on pedestrian and vehicle access and safety.

Goal 12: Protect and enhance sensitive and important areas.

Objective 12.1: Consider design review criteria for main corridors upon approach to the Village Center (such as Pearl St. from CVE to 5 Corners).

Objective 12.2: Consider zone changes to preserve existing residential structures of significant historic character along major arterials and in historic neighborhoods.
9.4 Future Land Use Categories

9.4.1 RESIDENTIAL 1

Intent: To provide areas for large lot single family residential dwellings and accessory residential uses.

Density: 15,000 sq. ft. lots exclusive of right-of-way.

Range of Potential Uses:
Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:
Density bonuses may be given for Planned Residential Developments with unique design proposals. Zero lot-line houses, clustering, and townhouses may be permitted upon special review with a planned residential application. No more than 30% of residential uses may be other than single-family, detached dwellings. Planned Developments shall include developed recreation facilities, bike and pedestrian paths. Projects which provide affordable housing shall be entitled to a density bonus, if long term affordability is guaranteed.

9.4.2 RESIDENTIAL 2

Intent: To provide areas for high-density single family dwellings and accessory residential uses.

Density: 7,500 sq. ft., exclusive of right-of-way.

Range of Potential Uses:
Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:
Density bonuses may be given for Planned Residential Developments with unique design proposals. Zero lot-line houses, clustering, and townhouses may be permitted upon special review with a planned residential application. No more than 30% of residential uses may be other than single-family, detached dwellings. Planned Developments shall include developed recreation facilities, bike and pedestrian paths. Projects which provide affordable housing shall be entitled to a density bonus, if long term affordability is guaranteed.
9.4.3 PLANNED COMMERCIAL DEVELOPMENT

Intent: To provide a mechanism to review major commercial developments and encourage innovative approaches to commercial development.

Density: Applications may be made in any commercial zone which has development limitations including, but not limited to, narrow lots, limited access, and drainage problems. Any proposed development, or re-development, which exceeds 2,500 sq. ft. of commercial space shall require application for a Planned Commercial Development. Waivers to this requirement may be granted by the Planning Commission.

Range of Potential Uses: All uses permitted within the applicable zoning district. A mix of residential, retail and office uses is encouraged.

Other Information: Planned Commercial Developments shall emphasize innovative design. Zoning District provisions, including setbacks, parking and lot coverage may be waived by the Planning Commission. Waivers may be granted only upon review of building design, lot layout, landscaping, setbacks, and amenities. Joint access, landscaping and compatible design are of particular importance. A determination must be made that these improvements mitigate waiver of any District standards.

Application requires a Conceptual Site Plan Hearing. The Planning Commission will determine the merits of the application during Conceptual Review. Upon approval, a Final Site Plan is required which must be in substantial compliance with conceptual approval.

9.4.4 MULTI-FAMILY RESIDENTIAL 1

Intent: To provide areas for multi-family residential (townhouses, condominium and apartments with 4 or more units) and accessory residential uses.

Density: 7,500 square feet for the first unit and 5,000 square feet for each additional unit in the same structure.

Range of Potential Uses: Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information: No new multi-family 1 areas will be established. Current facilities may be repaired, remodeled or replaced, but there can be no increase in number of units.
9.4.5 MULTIFAMILY RESIDENTIAL 2

Intent: To provide areas for construction if new multi-family residential dwellings and accessory residential uses.

Density: One unit for the first 7,500 sq. ft. and one unit for each additional 1,500 sq. ft.

Range of Potential Uses:
Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:
Five or more units may require Special Review. Screening, landscaping and parking shall be designed to minimize impact on adjacent properties. Projects which provide affordable housing shall be entitled to a density bonus if long-term affordability is guaranteed.

9.4.6 MULTI FAMILY RESIDENTIAL 3

Intent: To provide areas for low-density multi-family dwellings.

Density: One unit for the first 7,500 sq. ft. and one unit for each additional 1,000 sq. ft. to a maximum of 4 units.

Range of Potential Uses:
Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.

Other Information:
Single family dwellings and accessory apartments are permitted uses. Duplexes, triplexes and quadraplexes may require Special Review. Screening, landscaping and parking shall be designed to minimize impact on adjacent properties. Projects which provide affordable housing shall be entitled to a density bonus, if long-term affordability is guaranteed.

9.4.7 TRANSIT ORIENTED DEVELOPMENT

Intent: The purpose of the Transit Oriented Development District (TOD) is to encourage development that supports a variety of transportation options including public transit (bus, rail), walking, biking and the automobile.
In order to achieve the desired goal of providing greater transportation options, development within the district shall embody the characteristics of compact urban development and pedestrian oriented design. Mixed use buildings with first floor retail, wide sidewalks, interconnected streets, on-street parking, high density residential development, pedestrian amenities, transit stations and stops, open spaces, and public or shared parking are strongly encouraged and in many cases required as a part of the standards within the TOD District.

The area within the TOD District is currently served by public bus transportation. In addition, the TOD District is adjacent to an active rail corridor, which may be used for light rail service in the future. A bike path is also planned for the rail corridor. Therefore, the TOD District is in an ideal location to provide greater transportation options.

The specific objectives of the TOD District are:

- Create an environment that is conducive to using public transit, walking and riding a bike
- Accommodate a mix of uses in a form that attracts pedestrians
- Integrate commercial, institutional and residential development into a compact development pattern arranged around a street grid
- Provide pedestrian amenities and open spaces to create a comfortable and attractive environment
- Provide public and/or shared parking to accommodate automobiles, but will not detract from the pedestrian environment
- High Density Residential Development
- First Floor Retail
- Encourage the use of Tax Increment Financing to support public improvements in the district.

Density: No density limit. Density will be based on ability to provide parking and meet other district requirements including lot coverage and building height.

Range of Potential Uses:
Multi-Family, Office, Retail, Banks, Restaurants, Cultural Facilities, Personal Services.

Other Information:
Development and redevelopment in the TOD District is intended to be more urban than most of the existing development patterns within the district. The TOD District is intended to support development patterns that are similar to those found in the Village Center District.

9.4.8 MULTI-FAMILY/MIXED-USE-1

Intent: The Multi-Family/Mixed-Use-1 District is intended to allow high density multi-family development along low intensity commercial uses along major transportation and public transit corridors. High Density, Mixed Use developments and affordable housing with parking below grade or on the first floor of the building are encouraged. Development in the MF/MU District should support alternative modes of transportation, while accommodating the automobile. Developments within this district
should be designed in such a way as to build upon the village character found in the core areas of the Village.

Density: No density limit. Density will be based on the ability to provide parking and meet other district requirements including lot coverage and building height

Range of Potential Uses:
Multi-Family, Office, Retail, Banks, Restaurants, Personal Services

Other Information:
Mixed use redevelopment including multi-family housing is encouraged. Commercial uses should be on a neighborhood scale and support the local residents.

9.4.9 MULTI-FAMILY/MIXED-USE-2

Intent: The Multi-Family/Mixed-Use-2 District is intended to allow high density multi-family development along low intensity commercial uses along major transportation and public transit corridors. High Density, Mixed Use developments and affordable housing with parking below grade or on the first floor of the building are encouraged. Development in the MF/MU-2 District should support alternative modes of transportation, while accommodating the automobile. Developments within this district should be designed in such a way as to build upon the village character found in the core areas of the Village.

Density: 15 units per acre

Range of Potential Uses:
Multi-Family, Office, Retail, Banks, Restaurants, Personal Services

Other Information:
Mixed use redevelopment including multi-family housing is encouraged. Commercial uses should be on a neighborhood scale and support the local residents.

9.4.10 PLANNED RESIDENTIAL

Intent: To encourage the use of innovative residential design techniques.

Density: Density is established by the underlying zoning district by may be increased based upon specific criteria to be developed.

Range of Potential Uses:
Single family dwellings, accessory apartments, parks, non-commercial recreation facilities, public and quasi-public uses, planned residential development. Existing public school facilities may be converted to elderly housing upon Site Plan Review. Emphasis shall be placed upon maintaining existing open space and recreation facilities. No more than ten percent of existing school buildings may be converted to school offices or administrative facilities. Other public uses may be approved upon Special Review.
Other Information:
Any proposed commercial or business uses must meet neighborhood commercial criteria. Multi-family uses shall not exceed 30% of the total residential uses and must be specifically approved on a case by case basis. Zero-lot lines, cluster development and other innovative housing techniques are encouraged and must be approved on a case by case basis. Density bonuses not to exceed thirty percent may be granted for affordable housing or elderly housing projects. Certain street, highway and lot size requirements may be waived if alternatives are equal or superior to standard requirements. All proposals shall consider pedestrian and bike path usage. Recreational facilities, dedication of usable open space and park development may be required. All development proposals must be reviewed and approved as a Conceptual Plan.

9.4.11 VILLAGE CENTER

Intent: To provide a compact commercial center with a mix of commercial and residential uses which is compatible with existing architectural and design standards.

Density: Minimum lot size is 5,000 sq. ft. Some intensive commercial uses may require larger lot sizes.

Range of Potential Uses:
Hotel, offices, retail uses, restaurants, personal services, single family, multi-family dwellings, public and quasi-public services and amenities. Mixed use of structure is encouraged.

Other Information:
Creation or preservation of affordable housing within this area is encouraged. Emphasis is placed upon pedestrian and bicycle access to the commercial center. Design criteria may be developed to encourage construction similar to existing structures. Setbacks, parking and other requirements will be drafted to encourage development similar to existing development. Special Review may be required within the designated Village Center area.

9.4.12 RESIDENTIAL-OFFICE

Intent: Provide areas for small office conversions of existing residential structures while maintaining residential type architecture.

Range of Potential Uses:
Professional offices with associated retail uses, photography shop, copy shop, frame shop, single family, art studio, residential, multi-family residential, etc.

Density: Minimum lot size is 7,500 sq. ft. for the first residential or office unit and 500 sq. ft. for each additional residential unit. However, lot must meet lot coverage, parking, setback and building location criteria.

Other Information:
Single family and multi-family not to exceed 4 units are encouraged and are permitted uses. Multi-family must meet parking, landscaping, screening requirements and must preserve residential integrity. Projects which preserve affordable housing, or provide
Joint access and joint parking with adjoining lots may qualify for development bonuses. Existing residential structures may be removed upon Special Review if proposed new structures are designed and constructed to maintain residential character and scale. Conditions may be placed upon any Special Review approval.

9.4.13 LIGHT INDUSTRIAL

Intent: To provide areas for manufacturing, warehousing, research and development.

Density: Minimum lot size is 10,000 sq. ft.

Range of Potential Uses:
Research and testing laboratories, warehouses, light manufacturing, offices.

Other Information:
Businesses within this category shall be located and designed so as to minimize impact on adjacent properties. Performance standards may be adopted for review purposes. Special Review may be required for some uses within this category.

9.4.14 HIGHWAY-ARTERIAL

Intent: To provide areas for retail, wholesale, commercial, service and professional businesses while minimizing negative impacts due to increased traffic.

Density: Minimum lot size is 10,000 sq. ft. Lot must meet lot coverage, parking, setback and building location criteria. Commercial space which exceeds 2,500 sq. ft. shall require application for a Planned Commercial Development.

Range of Potential Uses:
Multi-family, retail stores, wholesale distribution, restaurants, commercial, recreation facilities, offices, vehicle repair facilities, gas stations. Mixed use of structures is encouraged.

Other Information:
The intensity of this category requires special standards to mitigate the impact of Heavy Commercial development. Landscaping, building appearance, building location, and access are of prime importance. Traffic safety, parking facilities and vehicular access is of concern. Consideration of pedestrian and bicycle access is required.

9.4.15 COMMERCIAL MIXED USE

Intent: To provide areas for mixed use development in locations that have adequate public infrastructure and compatible surrounding land uses. A mix of residential, retail and office use is encouraged. Light industrial uses area allowed as a conditional use. Commercial and light industrial space greater than 2,500 sq. ft. shall require application for a Planned Commercial Development.

Density: Minimum lot size of 15,000 sq. ft. Lot must meet lot coverage, parking, setback and building criteria.
Range of Potential Uses:
Retail stores, restaurants, office complexes, multi-family, light industrial, schools, warehouses, and manufacturing.

9.4.16 PLANNED EXPOSITION

Intent: To provide an area for special events and exposition facilities while minimizing adverse traffic, noise and visual impact. Implementation of approved Master Plan subject to site plan review.

Density: Minimum 120 acres.

Range of Potential Uses:
Agricultural shows and sales, educational workshops, concerts, antique shows and sales, temporary accessory sales, group sales, special events and festivals, picnics, reunions, carnivals, circuses, recreation facilities, pedestrian and bike paths.

Other Information:
If a new plan differs from the approved Master Plan, the Planned Exposition land use category will require review and approval of a Conceptual Plan at a Public Hearing. The Conceptual Plan identifies locations and types of uses. Emphasis is to be placed on landscaping, parking, traffic circulation and noise mitigation efforts. A Final Development Plan will identify location or relocation of any structures or physical improvements. Change in location of uses or substantial changes in types of uses, will require a new Conceptual Plan. A new Final Development Plan or Master Plan may be required if changes in physical improvements are proposed.

Uses within the Planned Exposition Land Use Category are divided into four types of reviews:

1) Permitted Use – No Special Review required unless projected attendance, noise or other factors exceed performance standards as developed. Examples of permitted uses may include agriculture exhibitions, educational workshops and reunions. Prior notification of all events may be required.

2) Temporary Uses – Special administrative review is required to determine if Special Review is necessary. Temporary use permits are to be issued by staff within a specified time period. Staff review is limited to type of event, location of event, and performance standards as developed. Examples of uses may include temporary sales (accessory to a permitted event), antique sales and shows, dog shows, car shows, boat shows and temporary group sales (i.e. retail associations, car dealerships, clearance sales, etc.). Temporary use permits may be granted on an annual basis based upon a submitted schedule. Events not included shall be reviewed on an individual application basis.

3) Major Uses – Special Review is required for major uses and may include public meeting. Major uses are those uses which may generate substantial levels of traffic, noise or other adverse impacts. Examples may include major concerts, events which last 5 or more days and other uses denied by staff as Permitted Uses or Temporary Uses. Staff shall make the initial determination on a major use application within a specified period of time. If staff determines there may be
substantial traffic, noise, odor, or other impacts, further Special Review shall be required and the applicant shall be immediately notified.

4) Champlain Valley Exposition Annual Fair – The Planning Commission may choose to review the Fair on an annual basis. The Planning Commission shall notify the Champlain Valley Exposition in writing by November 31st of the year before the Fair that they wish to review. The Champlain Valley Exposition shall then submit a permit application for review by January 31st of the following year. Review shall be conducted at a public hearing.

A) Permitted Uses – Daily shows (other than grandstand concerts), education workshops, product demonstrations, food services, booths, carnivals, and any activities within enclosed structures are not reviewed on an individual basis and are uses by right.

B) Cumulative Uses – The cumulative effect of all fair activities may be reviewed in cooperation with the Fair Board to develop traffic control, parking and noise plans.

C) Special Events – Special events including, but not limited to, concerts, demolition derbies, tractor pulls and other similar events may be reviewed for compliance with noise standards, dust control, parking and traffic flow. Consideration should be given to timing of all special events to minimize traffic conflicts, noise or other impacts. Special Review of these events or waivers may be required. Staff may not grant waivers to adopted standards, but will determine if additional Special Review or waivers are necessary.

9.4.17 PLANNED AGRICULTURAL

Intent: To provide areas for active agricultural uses and provide mechanisms to ensure the long term viability of agricultural uses. Prime agricultural land shall be preserved whenever possible through transfer of development rights to agriculturally unproductive areas. Property used for agricultural purposes shall be deemed the predominant use and shall be protected from adverse urban development.

The entire area shall be subject to a Master Plan. No changes that involve any new development or change of use shall be permitted until a Master Plan for the entire Planned Agricultural district has been approved by the Planning Commission. Such a Master Plan shall ensure adequate infrastructure, roads and public amenities before additional development is approved.

Density: Standards for density may be developed or may be part of a Master Plan approval provided, however, that no development may be approved on lots of less than 15,000 sq. ft. without Planned Development approval utilizing the techniques specified in this land use category.

Range of Potential Uses: Farms, and all related activities, farm structures, farm housing, single family dwellings, multi-family dwelling, public and quasi-public uses, recreation.
Other Information:

The Planned Agricultural land use shall be designated only on active farm land and land held in farm ownership. Uses other than agricultural may be approved only as a part of a Master Plan for the entire parcel or specific application for one or more phases or parcels within sections of this District which clearly meet the intent of this land use category and utilizes techniques to save agricultural land. Transfer of development rights, land trust, purchase/lease-back and other innovative approaches to save prime agricultural lands and open lands are strongly encouraged.

9.4.18 FLOOD PLAIN

Intent: To promote the public health, safety and general welfare, to prevent increases in flooding and to minimize losses due to floods.

Minimum Lot Size:
Not applicable. All areas designated by the Federal Emergency Management Administration shall be designated Flood Plain.

Range of Potential Uses:
Agriculture, conservation areas, recreation facilities.

Other Information:
All uses within this category require Special Review. Certain uses, or waiver requests may require Public Hearings and submittal of detailed hydrologic and engineering data.
Chapter VI
Implementation

In order to connect the vision, goals and objectives of this plan with reality, it must be implemented. Action is required and funding is necessary. Therefore, a detailed implementation plan is a key component of the comprehensive planning process.

Implementation will occur through a mix of policy adoption, planning studies, regulatory changes, public/private partnerships, education and capital projects. In many cases funding sources will be identified.

Table 9 lists the goals and objectives of the plan, the department that is primarily responsible for implementation, a timeline for implementation and potential funding sources. The timeline will be identified as follows:

Short Term – 1-2 Years  
Mid Term – 2-3 Years  
Long Term – 4-5+ Years  
Ongoing – No definitive timeframe; may be ongoing policy

1. Funding Sources

Local Funding

Planning Department Budget - Other Professional Services

$9000 is designated annually in the Planning Department Budget to provide for general planning activities including matching grant funds, planning studies, and design assistance.

Capital Fund

The Village Capital Fund is used for public works projects including road and sidewalk reconstruction, village buildings, and streetscape projects. The Village will transfer approximately $3-400K into the capital fund from the general fund annually over the next 10 years. However, the capital fund does not have much capacity for new projects until FY14.

Economic Development

The Village has an annual economic development budget of $20K. $5K of that money is used for the annual block party. The remaining $15k is available for general economic development activities including market studies, marketing, business retention and other activities to support a thriving business community.

Public Works Streetscape Budget

The Public Works Department has an annual budget for streetscape improvements and maintenance of $9k. The money can be used for streetscape plantings as well as landscaping installation and maintenance.
**Land Acquisition Fund**

The Village has a land acquisition fund with a balance of $314k. The Village transfers $25k annually into the fund and expects approximately $15k in interest accrual annually. The fund was set up to purchase village properties for public use or economic development.

**Water and Wastewater Revenue Funds**

Funding may be available from the Water and Wastewater revenue funds for capital projects involving sewer and water infrastructure.

**Regional/State/Federal Funding**

**Municipal Planning Grants**

The Vermont Department of Housing and Community Affairs provides an annual planning grant program for municipalities up to $10k with no match required.

**Vermont Agency of Transportation Enhancement Grants**

This annual grant program provides funding for local transportation improvements. Approximately 3 million dollars is available annually and grants generally range from $10k to $300k and require a 20% local match.

**Chittenden County Metropolitan Planning Organization (CCMPO) Transportation Improvement Program (TIP)**

The CCMPO TIP provides federal funds for transportation projects and can be used for local transportation projects.

**Federal Transportation Earmarks**

The Village has received 1.5 million dollars in federal transportation earmarks over the last five years. Earmark funds may require no match or up to a 20% local match. Federal earmarks are an important potential funding source.

**Historic Preservation Tax Credits**

Buildings listed on the National Register of Historic Places are eligible for a 30% tax credit for qualifying rehabilitation projects (20% federal, 10% state). The funds may be used to improve accessibility, life safety or interior or exterior renovations.

A 25% building façade tax credit, which is not available for buildings eligible for the 30% tax credit above. The credit is available for buildings in the designated village center district. Maximum award of $25k per building.

A 50% code improvement tax credit to assist in bringing buildings up to state code, to abate hazardous materials or contamination. It includes a maximum award of $12,000 for a platform lift, $50,000 for sprinkler systems, $50,000 for elevators, and $25,000 for the combined costs of all other
qualified code improvements, as well as costs for hazardous material abatement and contaminated sites redevelopment.

**Community Development Block Grants**

Grants are available for planning or implementation, but they must meet a national/state objective to serve persons of low or moderate income, address slums and blight or meet and urgent need. See [www.dhca.state.vt.us/VCBP](http://www.dhca.state.vt.us/VCBP) for more information.

**Chittenden County Regional Planning Commission/CCMPO Technical Assistance**

These regional planning entities provide funds for technical assistance on planning studies and GIS work.

**Safe Routes to School Program**

The Safe Routes to School Program provides funding and education to make it safer for children to walk to school. See: [www.ccmpo.org/SR2S/](http://www.ccmpo.org/SR2S/) for more information.

### Table 9: Implementation Schedule

<table>
<thead>
<tr>
<th>Goal/Objective</th>
<th>Department</th>
<th>Timeline</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Energy</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goal 3: Green Pricing Programs</td>
<td>PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 4.1: Energy Efficient Street lamps in new developments</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 4.2: Use energy efficient street lamps when replacing existing lamps</td>
<td>PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 6&amp;7: Distribute information on energy efficiency</td>
<td>P&amp;Z, LB, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 8: Continue recycling programs</td>
<td>ALL, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 9: Energy Audits at all village buildings</td>
<td>PW</td>
<td>Midterm</td>
<td>Grant funding/public works budget</td>
</tr>
<tr>
<td>Goal 10: Energy Efficiency at WW Treatment Plant</td>
<td>WQ</td>
<td>Ongoing</td>
<td>Wastewater Revenue Fund/Revenue Bond</td>
</tr>
<tr>
<td>Goal 11: Purchase energy efficient vehicles</td>
<td>PW, WQ, FD</td>
<td>Ongoing</td>
<td>Public Works Budget</td>
</tr>
<tr>
<td>Goal 12: Burying Power Lines</td>
<td>PW, P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Agriculture</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Objective 1.1: Update Whitcomb Farm Master Plan</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 2.1: Consider purchasing the Whitcomb farm for passive/active open space</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 2.2: Study viability of Whitcomb Farm for public open space</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>Municipal Planning Grant/Planning Budget</td>
</tr>
<tr>
<td>Objective 3.1: Developer must fund infrastructure for new development</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Business/Economic Development</td>
<td></td>
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<tr>
<td>-------------------------------</td>
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<td>-------------</td>
<td></td>
</tr>
<tr>
<td>Objective 1.2: Encourage residential development in Village Center and Pearl Street</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 1.3: Prepare market studies to attract businesses</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>Economic Development</td>
</tr>
<tr>
<td>Objective 1.4: Work with IBM</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 2.1: Look for strategic opportunities to work with existing businesses</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>Economic Development</td>
</tr>
<tr>
<td>Objective 2.2: Participate in regional business organizations</td>
<td>AD</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 2.3: Participate on regional economic development committees</td>
<td>AD</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 2.4: Work with local and regional entities to develop the fairgrounds</td>
<td>AD, P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 2.5: Promote the village as a destination for shops and services</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>Economic Development</td>
</tr>
<tr>
<td>Objective 2.6: Provide for improved communication between the business community and Village Officials</td>
<td>AD</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 3.1: Increase ratio of light industrial/commercial uses to residential uses</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 3.2: Investigate additional sources of revenue</td>
<td>AD, FN, ALL</td>
<td>Midterm</td>
<td>Economic Development</td>
</tr>
<tr>
<td>Objective 4.1: Ensure local codes to prohibit new development</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 4.2: Draft standards for development that are simple to implement and enforce</td>
<td>P&amp;Z, PW, WQ</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 5.1: Maintain Design Review in Village Center</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>Municipal Planning Grant/Planning Budget</td>
</tr>
<tr>
<td>Objective 5.2: Design Publicly Financed Improvements to preserve the character of the Village Center</td>
<td>AD, P&amp;Z, PW</td>
<td>Ongoing</td>
<td>Federal Earmarks Enhancement Grants, TIP, Capital Fund</td>
</tr>
<tr>
<td>Objective 5.3: Consider local historic districts/protection of historic buildings</td>
<td>P&amp;Z</td>
<td>Midterm</td>
<td>Municipal Planning Grant/Planning Budget</td>
</tr>
<tr>
<td>Objective 5.4: Continue streetscape and landscaping efforts</td>
<td>AD, P&amp;Z, PW</td>
<td>Ongoing</td>
<td>Public Works Streetscape</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open Space</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1.1: Preserve trees in new developments</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Objective 1.2/3: Implement a street tree planting program</td>
<td>P&amp;Z, PW, WQ</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Objective 1.4: Preserve the Whitcomb Farm if farming no longer viable</td>
<td>AD, P&amp;Z, PW</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Objective 2.1: Encourage open space in new developments in VC and TOD Districts</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Objective 2.2: Require 8’ sidewalks in new developments in VC and TOD Districts</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
</tr>
<tr>
<td>-----------------------------</td>
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</tr>
<tr>
<td>Objective 2.3: Village Green</td>
<td>AD, P&amp;Z, PW</td>
<td>Long Term</td>
</tr>
<tr>
<td>Objective 2.4: Preserve Open Space in new developments</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Objective 3.2: Support Implementation of Recreation Master Plan</td>
<td>ALL</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

**Education and Childcare**

| Objective 1.1: Coordinate new development with schools | P&Z | Ongoing | N/A |
| Objective 1.2: Encourage the use of village facilities for adult education | RD, AD, PW, LB, SD | Ongoing | N/A |
| Goal 2: Coordinate school population projects | P&Z, SD | Ongoing | N/A |

| Goal 3: Improve access to schools via alternative transportation | P&Z, PW, SD | Long Term | Capital Budget, School Budget, Safe Routes to School, TIP, Enhancement Grants |
| Goal 5: Improve bicycle and pedestrian safety to school children | P&Z, PW, SD | Ongoing | Capital Budget, School Budget, Safe Routes to School, TIP, Enhancement Grants |
| Goal 6: Improve CCTA service to schools | SD | Ongoing | N/A |
| Goal 7: Continue to allow childcare services in most areas of the village | P&Z | Ongoing | N/A |

**Utilities/Facilities**

| Objective 1.1: Maintain public works standards that utilize reasonable technology to ensure adequate infrastructure | PW, WQ | Ongoing | N/A |
| Objective 1.2: Implement Asset Management | PW, WQ | Midterm | Public works budget, CCRPC/CCMPO Assistance |
| Objective 1.3: Manage sewer capacity for village benefit | AD, PW, WQ, P&Z | Ongoing | N/A |
| Objective 1.4: Improve Infrastructure with minimal impact on taxpayers | PW, WQ | Ongoing | Capital Funds/Water-Wastewater Funds |
| Objective 1.5: Maintain infrastructure for maximum life/use | PW, WQ | Ongoing | Wastewater and Water revenue funds, Capital Budget |
| Objective 1.6: Ensure new development has adequate infrastructure | P&Z, PW, WQ | Ongoing | N/A |
| Objective 1.7: Continue to identify infrastructure deficiencies and upgrade as appropriate | PW, WQ | Ongoing | Wastewater and Water revenue funds, Capital Budget |
| Objective 1.8: Consider leasing WW capacity on permanent basis | AD | Ongoing | N/A |
| Objective 1.9: Participate in Champlain Water District planning and implementation | PW, WQ | Ongoing | N/A |
| Objective 1.10: Obtain voting membership in the Champlain Water District | AD, PW, WQ | Midterm | N/A |
| Objective 1.11: Revise stormwater management regulations | P&Z, WQ, PW | Short Term | N/A |
| Objective 2.1: Encourage utility companies to provide high quality services to new developments | PW, WQ, P&Z | Ongoing | N/A |
| Objective 2.2: Require public utilities companies to maintain corridors | PW, WQ | Ongoing | N/A |
| Objective 3.1: Prioritize sidewalk upgrades | PW | Ongoing | N/A |
| Objective 3.2: Prepare a quality assessment of sidewalks | PW | Midterm | Public Works Operating Budget, Municipal Planning Grant |
| Objective 4.1: Actively recruit firefighters | FD | Ongoing | Fire Department Budget |
| Objective 4.2: Consider a limited full time fire department | AD, PD | Ongoing | General Fund |
| Objective 4.3: Consider life safety/building codes | AD, FD, PW, P&Z | Midterm | Building Code permit fees |
| Objective 5.1: Provide training and easier to use electronic tools in library | LB | Ongoing | Library Budget |
| Objective 5.2: Provide internet training at library | LB | Ongoing | N/A |
| Objective 5.3: Provide computer training at library | LB | Ongoing | N/A |
| Objective 5.4: Add 2 laser printers to library | LB | Ongoing | Library Budget |
| Objective 5.5: Publicize computer training and new resources at library | LB | Ongoing | Library Budget |
| Goal 6: Maintain publics buildings in/near village center, encourage new public buildings in village center | AD, P&Z, LB, SD | Ongoing | N/A |

**Housing**

<p>| Objective 1.1: Allow for innovative development | P&amp;Z | Ongoing | N/A |
| Objective 1.2: Study and Consider building codes | P&amp;Z, FD, PW, AD | Midterm | Planning Budget, Municipal Planning Grant |
| Objective 1.3: Consider energy conservation and alternative energy requirements for new development | P&amp;Z, AD | Ongoing | Planning Budget, Municipal Planning Grant |
| Objective 1.4: Allow pre-existing non-conforming multi-family developments to continue | P&amp;Z, AD | Ongoing | N/A |
| Objective 1.5: Consider zoning changes to preserve historic buildings | P&amp;Z, AD | Midterm | Planning Budget, Municipal Planning Grant |
| Objective 1.6: Provide a mechanism in the code to encourage affordable elderly housing | P&amp;Z, AD | Midterm | Planning Budget, Municipal Planning Grant |</p>
<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
<th>Responsible</th>
<th>Timeframe</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1.7:</td>
<td>Consider the preservation of the single family housing stock</td>
<td>P&amp;Z, AD</td>
<td>Midterm</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 1.8:</td>
<td>Maintain PRD density bonuses</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 1.9:</td>
<td>Maintain relatively high densities to allow for affordable housing</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 2:</td>
<td>Work with housing organizations to create affordable housing</td>
<td>P&amp;Z, AD</td>
<td>Ongoing</td>
<td>Planning Budget</td>
</tr>
<tr>
<td>Goal 3:</td>
<td>Continue to provide areas for special needs housing</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 4:</td>
<td>Encourage property owners to retain the historic integrity of buildings</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Transportation**

<p>| Objective 1.1: | Provide alternate routes through five corners for non-destination traffic | AD, PW, P&amp;Z | Ongoing | State Funding, Capital Budget |
| Objective 1.2: | Do not support capacity increased on state highways in the village that involve additional vehicle lanes | AD, PW, P&amp;Z | Ongoing | N/A |
| Objective 1.3: | Emphasize local access, pedestrian safety and aesthetics in streetscape projects | AD, PW, P&amp;Z | Ongoing | N/A |
| Objective 2.1: | Monitor annual traffic count and accident data | P&amp;Z, PW | Ongoing | N/A |
| Objective 2.2: | Review development proposal to minimize traffic impacts | P&amp;Z, PW | Ongoing | N/A |
| Objective 2.3: | Reduce the size and number of non-conforming curb cuts during development review | P&amp;Z, PW | Ongoing | N/A |
| Objective 2.4: | Encourage the use of shared parking lots and joint access | P&amp;Z, PW | Ongoing | N/A |
| Objective 2.5: | Monitor the timing and sequencing of all traffic lights | PW | Ongoing | Public Works budget, CCMPO |
| Objective 2.6: | Minimize traffic impacts on village from developments outside the village | AD, P&amp;Z, PW | Ongoing | N/A |
| Objective 2.7: | Avoid dead-end streets; connect streets when feasible | P&amp;Z, PW | Ongoing | N/A |
| Objective 2.8: | Encourage neighboring communities to include the Five Corners in traffic analysis for major projects | P&amp;Z, PW | Ongoing | N/A |
| Objective 2.9: | Study and improve safety at high crash locations | P&amp;Z, PW | Midterm | Planning Budget, Municipal Planning Grant, CCMPO |
| Objective 2.10: | Implement Village Sidewalk Plan and Policy | P&amp;Z, PW | Ongoing | Capital Budget, TIP, Enhancement grants |
| Objective 3.1: | Review development proposals for sidewalk efficiency | P&amp;Z, PW | Ongoing | N/A |
| Objective 3.2: | Consider alternative sidewalk standards based on location/usage | PW, P&amp;Z | Ongoing | N/A |</p>
<table>
<thead>
<tr>
<th>Objective 3.3: Encourage children to walk to school/enrollment in SR2S program</th>
<th>SD, PW</th>
<th>Ongoing</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 4.1: Encourage quality site design and landscaping for parking lots</td>
<td>P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 4.2: Encourage bus and pedestrian access to all parking lots</td>
<td>P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 4.3: Develop long term parking strategies for the Village Center</td>
<td>PW, P&amp;Z</td>
<td>Long Term</td>
<td>Planning Budget, Municipal Planning Grant, CCMPO, Capital Budget</td>
</tr>
<tr>
<td>Objective 4.4: Review parking requirements to allow for alternatives to on-site parking</td>
<td>P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 4.5: Cooperate with surrounding communities to create commuter facilities</td>
<td>AD, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 4.6: Encourage or require bicycle facilities in new developments</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 5.1: Consider bicycle access in new developments</td>
<td>P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 5.2: Consider the construction or signage of bicycle lanes in street projects</td>
<td>AD, P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 5.3: Pursue state and local funding for bicycle paths</td>
<td>AD, PW, P&amp;Z</td>
<td>Ongoing</td>
<td>Enhancement grants, TIP, federal earmarks</td>
</tr>
<tr>
<td>Objective 5.4: Include bicycle paths in capital budget</td>
<td>AD, PW</td>
<td>Ongoing</td>
<td>Capital Budget</td>
</tr>
<tr>
<td>Objective 5.5: Create a bike path advisory committee</td>
<td>AD</td>
<td>Long Term</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 5.6: Encourage donations for bike paths</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 6.1: Encourage CCTA to provide for 15 headways between Essex Jct. and Burlington</td>
<td>AD</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 6.2: Encourage the use of bus turn offs and shelters on major streets</td>
<td>P&amp;Z, AD, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 6.3: Encourage alternatives to the property tax for funding public transportation</td>
<td>AD</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 6.4: Cooperate with CCTA to provide education on the benefits of public transportation</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>Planning Budget, CCTA</td>
</tr>
<tr>
<td>Objective 6.5: Continue to support elderly transportation program</td>
<td>AD</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 7.1: Require state/federal air quality permits as prerequisite to local permits</td>
<td>AD, P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 7.2: Ensure uniform enforcement air quality standards</td>
<td>AD, P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 8: Cooperate with state and federal officials to develop commuter trains</td>
<td>AD, P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Land Use**

<p>| Objective 1.1: Redefine zoning district boundaries in Village Center to recognizes differences in land use patterns | | | N/A |</p>
<table>
<thead>
<tr>
<th>Objective 1.3: Study the purchase of key properties in the Village Center for public use</th>
<th>AD, P&amp;Z</th>
<th>Midterm</th>
<th>Planning Budget, Land Acquisition Fund, Economic Development Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 2.1: Preserve Agricultural Land</td>
<td>AD, P&amp;Z</td>
<td>Long Term</td>
<td>Land Acquisition Fund</td>
</tr>
<tr>
<td>Goal 3: Mitigate negative impacts of continuous but different land uses</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 4: To ensure quality land planning in new commercial/industrial development</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 5: Coordinate land development with infrastructure needs</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Objective 6.1: Consider tax increment financing, overlay districts, design review and development agreements as a means to achieve innovative development</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>Planning Budget, Municipal Planning Grant, TIF District</td>
</tr>
<tr>
<td>Objective 6.2: Encourage the use of Planned Unit Development regulations</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 7: Coordinate development review with adjoining communities</td>
<td>P&amp;Z</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 8: Coordinate needed public improvements with development review</td>
<td>P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
</tr>
<tr>
<td>Goal 9: Prevent development on lands that are environmentally unsuitable</td>
<td>P&amp;Z, WQ</td>
<td>Ongoing</td>
<td>N/A</td>
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<tr>
<td>Goal 10: Design new streets to limit the length and site grading</td>
<td>P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
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<tr>
<td>Goal 11: Place a high priority on pedestrian and vehicular access and safety</td>
<td>P&amp;Z, PW</td>
<td>Ongoing</td>
<td>N/A</td>
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<tr>
<td>Objective 12.1: Consider design review on major corridors</td>
<td>P&amp;Z</td>
<td>Midterm</td>
<td>Planning Budget, Municipal Planning Grant</td>
</tr>
<tr>
<td>Objective 12.2: Consider zoning changes to preserve historic structures</td>
<td>P&amp;Z</td>
<td>Midterm</td>
<td>Planning Budget, Municipal Planning Grant</td>
</tr>
</tbody>
</table>

**Departments**

AD - Administration  
PZ - Planning and Zoning  
CL - Clerk  
PW - Public Works  
WQ - Water Quality  
LB - Library  
FN - Finance  
RC - Recreation  
SC - Schools  
ALL - All Departments
## Appendix A

### Underground Storage Tanks in Essex Junction

<table>
<thead>
<tr>
<th>Facility ID#</th>
<th>Hazardous Sites</th>
<th>Facility Name</th>
<th>Facility Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>102</td>
<td>900593</td>
<td>Abrams' Sunoco</td>
<td>142 Pearl Street</td>
</tr>
<tr>
<td>222</td>
<td>900573</td>
<td>Fairgrounds Beverage</td>
<td>99 Pearl Street</td>
</tr>
<tr>
<td>384</td>
<td>931476</td>
<td>Robinson's Inc.</td>
<td>Park Street</td>
</tr>
<tr>
<td>385</td>
<td>931476</td>
<td>Sunoco Gasoline Station</td>
<td>16 Maple Street</td>
</tr>
<tr>
<td>411</td>
<td>931476</td>
<td>Agway/McEwing Fuels</td>
<td>134 Main Street</td>
</tr>
<tr>
<td>565</td>
<td>931476</td>
<td>Champlain Farms Gulf</td>
<td>56 Pearl Street</td>
</tr>
<tr>
<td>856</td>
<td>931476</td>
<td>Stannard Residence</td>
<td>5 Warner Avenue</td>
</tr>
<tr>
<td>922</td>
<td>900573</td>
<td>Essex Junction Public Works Garage</td>
<td>11 Jackson Street</td>
</tr>
<tr>
<td>1166</td>
<td>770012</td>
<td>IBM Corporation</td>
<td>1000 River Street</td>
</tr>
<tr>
<td>1122</td>
<td></td>
<td>Keenan Residence</td>
<td>1 Maplewood Lane</td>
</tr>
<tr>
<td>1223</td>
<td></td>
<td>Dietzel Office</td>
<td>6 Hillcrest Road</td>
</tr>
<tr>
<td>1226</td>
<td></td>
<td>Reed Residence</td>
<td>11 Maplewood Lane</td>
</tr>
<tr>
<td>1228</td>
<td></td>
<td>Triangle Auto Body</td>
<td>7 River Street</td>
</tr>
<tr>
<td>1233</td>
<td></td>
<td>Hamel Residence</td>
<td>4 Warner Avenue</td>
</tr>
<tr>
<td>1249</td>
<td></td>
<td>Dietrich Residence</td>
<td>2 Upland Road</td>
</tr>
<tr>
<td>1258</td>
<td></td>
<td>Seiple Residence</td>
<td>15 Upland Road</td>
</tr>
<tr>
<td>1301</td>
<td></td>
<td>McIntyre Residence</td>
<td>6 Woods End Drive</td>
</tr>
<tr>
<td>1760</td>
<td></td>
<td>VT State Tree Nursery</td>
<td>111 West Street</td>
</tr>
<tr>
<td>1905</td>
<td>961961</td>
<td>Simon's Five Corner Store</td>
<td>2 Park Street</td>
</tr>
<tr>
<td>1996</td>
<td></td>
<td>Essex Community Education Center</td>
<td>2 Educational Drive</td>
</tr>
<tr>
<td>2687</td>
<td></td>
<td>Winston Prouty Federal Building</td>
<td>11 Lincoln Street</td>
</tr>
<tr>
<td>8783536</td>
<td></td>
<td>Sunoco Gasoline Station</td>
<td>30 Main Street</td>
</tr>
<tr>
<td>8784309</td>
<td></td>
<td>Dave Whitcomb's Service Center</td>
<td>45 Lincoln Street</td>
</tr>
<tr>
<td>8785745</td>
<td></td>
<td>First Congregational Church</td>
<td>39 Main Street</td>
</tr>
<tr>
<td>8799559</td>
<td></td>
<td>Corner Gas Store</td>
<td>141 Pearl Street</td>
</tr>
</tbody>
</table>

Source: Underground Storage Tank Program  
Waste Management Division  
Vermont Department of Environmental Conservation
Essex Junction
2008 Village Plan
Map 8
Water Distribution System

- Hydrant
- Vault
- Pump Station
- Reducer
- Valve
- Champlain Water District Water Line
- Municipal Water Line
- Private Water Line
- Road Centerline
- Railroad
- 2007 Tax Parcel Boundary
- Stream Centerline
- Village Boundary
- Winooski River

Disclaimer:
The accuracy of information presented is determined by its source. Errors and Omissions may exist. Map is to be utilized for Planning purposes only.

Sources:
- water system - updated by CUPC 2007
- as directed by Village Planning Office
- Polk go Essex Town - 2007
- Surface Water - VT Hydrography Dataset - VSC2 - 2002

1:15,000
1 inch equals 1,250 feet