

# Long Range Planning Committee

# Tuesday, August 9, 2022 7:00 pm

### **Remote Access ONLY Meeting via Zoom**

Please join the meeting by clicking: https://us02web.zoom.us/j/85855909618

For those who would prefer to join by phone or those without a microphone on your computer, please dial in using your phone. (For supported devices, tap a one-touch number below to join instantly.) Dial: +1 646 876 9923; Meeting ID: 858 5590 9618 For supported devices, tap a one-touch number join instantly: +16468769923,,85855909618#

# Agenda

#### 1. Welcome

2. Approval of June 14, 2022 Minutes\*

#### 3. Review the DRAFT Landuse, Facilities & Utilities Section\*

- a. Staff overview of this topic and explanation of the organization of the draft document
- b. Goal & Key Issues
- c. Indicators
- d. Strategy & Actions
- 4. Review the Transit Oriented Development Overlay on Future Planning Area Map\*
- Future Meeting Dates and Times Discuss the potential of September 20<sup>th</sup> (3<sup>rd</sup> Tuesday) as your next meeting date.
- 6. Adjourn

#### Next Meeting: Potentially September 20th

Note – Pg. 2 of the agenda includes links to the existing 2018 ECOS Plan for reference

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC will ensure public meeting sites are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested accommodations, should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext \*21 or <a href="mailto:evaughn@ccrpcvt.org">evaughn@ccrpcvt.org</a>, no later than 3 business days prior to the meeting for which services are requested.



#### 2018 ECOS Plan Resources for the Long Range Planning Committee:

• Summary: 2018 ECOS Plan »

This summary document provides a simplified overview of the ECOS Plan, as well as the three main sections updated in 2018: energy, economy, and transportation. Please note that this overview does not reflect the overall content within the Plan, but seeks to summarize some of the main components and updates.

- <u>2018 ECOS Plan: Main Document »</u> This main section includes the vision, goals and collective strategies and actions to address the region's concerns, including CCRPC's top 10 actions for the coming five years.
- <u>Supplement 1: Process »</u> Process and public engagement.
- <u>Supplement 2: Regional Analysis »</u> Regional analysis, culminating in a list of 31 high-priority concerns.
- <u>Supplement 3: Regional Plan »</u> Regional Plan, including a description of the maps, planning areas, Act 250/Section 248 role, and compatibility with municipal and surrounding regional plans.
- <u>Supplement 4: Comprehensive Economic Development Strategy</u> » Comprehensive Economic Development Strategy (CEDS) including a strengths / weaknesses / opportunities / threats analysis and project list of the region's utility and facility needs.
- <u>Supplement 5: Metropolitan Transportation Plan »</u> Metropolitan Transportation Plan (MTP) including the 2050 scenario, financial plan and the region's transportation project list.
- <u>Supplement 6: Energy Analysis, Targets, & Methodology »</u> Enhanced Energy Planning methodology and data guide.
- The ECOS Scorecard is where we house the indicators.
- Annual Reports
- ECOS online map

#### LONG RANGE PLANNING COMMITTEE - MINUTES DATE: Tuesday, June 14, 2022 6:00 p.m. to 7:00 p.m. TIME: PLACE: Virtual Meeting via Zoom with link as published on the agenda 7 C4 66 Mer

Stall:
Regina Mahony, Planning Program Manager
Melanie Needle, Senior Planner
Marshall Distel, Senior Transportation Planner
Jason Charest, Senior Transportation Engineer
Eleni Churchill, Transportation Program Manager

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION

## 1. Welcome and Introductions

Regina Mahony welcomed everyone at 7:02pm.

#### 13 2. Approve May 10, 2022 Minutes

14 Eric Vorwald made a motion, seconded by Annie Costandi to approve the May 10, 2022 minutes. No further 15 discussion. MOTION PASSED. Abstain: Andrew Watts

#### 16 3. Review the DRAFT Energy & Climate Change Section

17 Melanie Needle provided an overview of the Climate Change & Energy section. Melanie Needle reviewed the 18 impacts of climate change. 19

20 Climate Comments:

- 1. Pg. 6 Two L's in woolly
- 2. There was a conversation about the PAC comments that this section reads very doom and gloom. Eric and Abby stated that they are okay with how it reads because it is reality.
- 3. Different term than "leaf peeping".
- 4. Climate related infectious diseases West Nile and Eastern Equine Encephalitis are these Chittenden County data points? Clarify in the text. Also these data points say "since 2011" - is that correct?
- 5. Reference the Climate Action Plan (CAP) throughout the text; we talk about the Comprehensive Energy Plan context but not the CAP.

**Energy Comments:** 

- 1. Amperage instead of ampage?
- 2. Energy and terminology suggest the use of "adaptation" because that is essentially what we are doing. Conveys a "we can do this message."
- 3. What does "beneficial electrification" mean? Melanie stated that this is a general term that groups electric technologies (EVs, heat pumps, smart grid, etc.). Staff will clarify this in the text.
- 4. Is this visually the way we are going to present it? It's a big block of text without graphics and spaces. The eyes get tired. Melanie explained that the online version won't have as much text at the front end. Additional text will be in drop down menus if the reader wants to see more. Regina added that there might still be a large pdf with all the text for download; which would ideally be more succinct but we may not get to that..
- 5. "Region is planning for a major shift away from fossil fuels" is there an actual more specific plan for this? Melanie stated that there isn't. The suggestion was made to rephrase the sentence so it's clear there isn't another more specific plan somewhere.
- 43 6. There was a question about "Currently natural gas prices aren't cost competitive with electricity". Can we 44 quantify this and put actual dollar amounts so folks can understand. In actuality, the cost of electricity is a lot 45 more expensive; and it's unlikely that people are going to switch until it becomes more cost effective. Staff 46 will clarify this and add data on rates.

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- 7. Do we have a map of the electric utility service areas to show how much of the County is covered by which utility (and benefitting from their RES goals). Melanie stated that there is a map and we can link to it in the text.
- 8. Strategy 2 reference in the yellow highlighted section on page 7 say "ECOS" Strategy 2 if keeping this text. Even with a new strategy, list "ECOS" so it's clear.

Strategy/Actions Comments:

- 1. The weatherization goals and renewable energy goals are the state level goals. If we have County level goals, please include them.
- 2. A.ii. Metropolitan Transportation Plan (MTP) build out of EV charging network. Eleni indicated that they will be addressing it in the MTP.
- 3. A.vi wide variety of renewable energy types. Work with municipalities to ensure they have the room for transmission and infrastructure needed to support renewable energy generation.
- 4. All municipalities in the region should have renewable siting standards.

### Other:

- 5. As drafted a reader must hunt for the state energy goals down below the key indicators when the energy section starts with "state energy plan goals". Need to better align this. Also make sure to include the Climate Action Plan goals and the Comprehensive Energy Plan goals.
- 6. In Energy Overview Include EAN graphic about how much money leaves the state when we pay for fossil fuels. The graphic actually says its 75%, but the draft text doesn't say that explicitly. There was also a question about Hydro Quebec and how much energy the state imports from them. The comment about money leaving the state could also be made about money leaving the country even though Hydro Quebec is renewable.
- 7. Siting policy would like to see CCRPC exert significant pressure on the all the municipalities to do the enhanced energy plan as there are gaps in the County.
- 8. Siting v. "Locate ground-mounted solar generation, and small-scale wind (1 or 2 turbines, up to 50 meters (164 ft.) in Chittenden County's areas planned for growth, while allowing infill development wherever reasonably practical." Is this what we want to say? Melanie explained that we did this to keep the load close to the demand. The question was more about the turbines between the areas planned for growth and the rural planning area. Staff stated that we can clarify the purpose of this siting guideline in the text. Staff can also look at the turbine height, though it may be a moot point because the current wind turbine standards are too hard to achieve.

# 35 4. Meeting Times

Regina Mahony explained that we landed on Tuesdays originally, and she recalls Thursdays were the only other
option. After starting at 7pm, we moved it up to 6pm. However, now 6pm won't work on Tuesdays. Regina provided
folks with a poll question to try to get a sense of the best time.

Based on the poll results the next meeting is likely set for August 9, 2022 at 7pm, and the topic will be Land Use,
Utilities, Infrastructure & Government Finance.

# 43 5. <u>Adjourn</u>

- 44 The meeting adjourned at 8:14pm.
- 46 Respectfully submitted, Regina Mahony

PLACE: Make public and private investments in the built environment to minimize environmental impact, maximize financial efficiency, optimize social equity and benefits, and improve public health. AND Design and maintain a strategically planned and managed green infrastructure network composed of natural lands, working landscapes, and open spaces that conserve ecosystem values and functions, and provide associated benefits to our community.

# XX. LAND USE

Land Use Pattern Goal: Encourage future growth in the Center, Metro, Enterprise, Suburban, and Village Planning Areas to maintain Vermont's historic settlement pattern and respect working and natural landscapes.

Key Issues/Trends/Insights

[Data from this section drawn from <u>Historic Development and Future Land Use/</u> <u>Transportation Analysis Report</u>]

- Over the past 60 years development trends, zoning regulations, and consumer preference have shifted growth away from the metropolitan areas around Burlington, to more suburban and rural locales. This shift has resulted in scattered development at low densities that consume large amounts of land, high infrastructure costs, with little opportunity for social interactions, and less ability to walk to services. Since 2011, the region has seen at least 80% of new housing built in the areas planned for growth which are the center, metro, suburban, and village planning areas. Additionally, the 5-year (2016-2020) average of net new units built in areas planned for growth has been 87%. This land use pattern is a more efficient use of land and reduces energy for transportation because homes are located near jobs and services which promotes increased opportunities for carpooling, pedestrian/bicycle travel, availability of transit, and reduction in vehicle miles traveled. To this end CCRPC has added a Transit Oriented Development overlay to the Future Planning Area map to help illustrate and support more compact development within a ¼ mile walking distance to bus service.
- Overall, Chittenden County is moving in the right direction of developing and implementing policies that encourage more growth in these areas. As of 2019, Chittenden County includes 14 Villages, 2 Downtowns, 2 Growth Centers, 2 New Town Centers, and 5 Neighborhood Development Areas that are part of the State Designation Program that promotes smart growth principles<sup>1</sup> that are part of the State Designation Program that promotes smart growth principles. Recent studies and surveys indicate that households are choosing to live in areas with shorter commute times, nearby shops and services, and more transit options. This growing demand indicates that the small lot and attached accessible housing stock may be in short supply.
- Forest and agricultural land fragmentation and increased parceling have meant that the number of parcels in rural areas has increased while their size has decreased, diminishing their economic viability, scenic, and the ecological services they provide.
- Future land-based opportunities for farming and forest-based products, recreation and tourism may become more limited as suitable open land becomes less available. This

possibility has far reaching consequences for the future of Vermont's local and tourism economies.

- There are over 4,400 designated historic sites in Chittenden County (over 2,500 in Burlington alone) and 85 designated historic districts (see historic resources map here: <u>http://maps.ccrpcvt.org/ChittendenCountyVT/</u>).
- A sustainable society operates without contributing new contaminants to the environment, but also cleans up old contaminants and returns those lands into productive use. Contamination impairs the environment, poses risks to human health, and discourages productive use or reuse of the property. Of 702 Chittenden County sites with reported contamination, 476 (68%) have completed corrective action (VT DEC Waste Management Identification Database).

## **Key Indicators**

### Percent of Land by Real Property Category Code FIGURE 29 – REAL PROPERTY CATEGORY CODES







Note regarding Figure 30: The best available data at the time of this report related to e911 structures. Going forward, CCRPC seeks to regularly track dwelling units and the non-residential square footage in the Areas Planned for Growth to better represent the development that is occurring in the County.

#### 74% of private property investment is going into the Areas Planned for Growth and 26% in the Rural Planning Area (Source: VCGI parcel program).

## Additional indicators can be found on the ECOS Scorecard.

Density by Planning Areas, 2010	Scorecard
Total New Units Built in Chittenden County	Scorecard
Percent of Residential Development in Areas Planned for Growth	Scorecard
Percent of Residential Development in the Center Planning	Scorecard
Area Commercial and Industrial Development in Areas Planned for Growth	Scorecard

# **XX. INFRASTRUCTURE & FACILITIES**

Infrastructure & Facilities Goal: Ensure adequate infrastructure and facilities (i.e. water supply, wastewater treatment, stormwater treatment, broadband coverage and solid waste recovery and recycling) to support areas planned for growth while conserving resources.

### Key Issues/Trends/Insights

[Data for this section and more information can be found in the: the Ecological Systems section of this Supplement for water quality; <u>Broadband Action Plan</u>; Stormwater websites: <u>rethinkrunoff.org/</u> and <u>https://www.ccrpcvt.org/our-work/environment-natural-resources/water-guality/</u>; and other sources listed below.]

- The majority of the residents in the County get their drinking water from Lake Champlain, via two utilities: the Champlain Water District and the City of Burlington's DPW Water Division. Both Champlain Water District and the City of Burlington's DPW Water Division utilities have received Phase III Director's Awards from the USEPA's Partnership for Safe Water Program; and Champlain Water District was the first in the United States to receive the Phase IV Excellence in Water Treatment Award in 1999 and is one of 11 in the US to presently maintain this award status following required annual reviews. In addition, Richmond, Hinesburg, Underhill, and Jericho have smaller public water supply utilities some of which are facing capacity and water quality challenges (Hinesburg for example).
- Currently, there are 12 municipal wastewater treatment plants in the County; together they have a treatment capacity of 28.54 million gallons per day (MGD) (Source: State of Vermont Wastewater Management Division). As of 2021, the average annual flow of waste water was 14.60 MGD.<sup>ii</sup> The estimated future demand for wastewater capacity in 2035 is 7 MGD (in accordance with a Sewer Capacity study conducted by CCRPC in 2022). While these figures indicate that there is sufficient sewage treatment capacity to absorb anticipated growth in housing and employment county-wide, this does not account for location specific limitations or limitations based on other environmental reasons (phosphorus control for example).
- Management of our storm water is critically important to maintaining and improving water quality throughout the County. Stormwater treatment is challenging in both urban and rural areas of the County for a variety of reasons: existing urban areas need to retrofit old infrastructure, financing new infrastructure in areas planned for growth when development is incremental, and impacts from agriculture and forestry practices that don't follow best management practices. Stormwater is managed at a variety of levels including EPA's National Pollutant Discharge Elimination System (NPDES) permits; VT's discharge permits; and some municipalities have additional stormwater regulations and programs. VT's discharge permits are structured to address site level development for new or redevelopment projects that disturb over with  $\frac{1}{2}$  acre e: Most municipalities are also regulating stormwater through local regulations. In addition, nine municipalities and three public entities are subject to MS4 (Municipal Separate Storm Sewer System) permits issued by Vermont DEC under authority from NPDES in Chittenden County: Burlington, Colchester, Essex, Essex Junction, Milton, Shelburne, South Burlington, Williston, Winooski, Burlington International Airport, UVM and VTrans. A new MS4 permit was issued by the State in July 2018 which included two additional requirements: each permittee/municipality must develop and implement a Flow Restoration Plan (FRP) for the stormwater impaired waters within their jurisdiction (current estimates for

restoration of individual impaired streams ranges in the millions); each municipality must develop and implement a Phosphorus Control Plan for municipally-owned developed land

- Information technology is integral to fulfilling the economic needs of residents and businesses in the region; as well as education and health services during the COVID pandemic. The 2012 ECOS Competitive Assessment Analysis Report identifies quality and costs of telecommunications services as the weakest utility infrastructure based on the Employer Survey. While improvements have been made since then, there is still a need to upgrade infrastructure in the region. Ideally all homes and businesses would be served by 100 download Mbps/100 upload Mbps fiber service as is the goal of the state. As of December 2021: ~ 1% of all residential and non-residential structures are lacking in at least 4/1 Mbps; 3% of all residential and non-residential structures are served by 4/1 Mbps; 71% of all residential and non-residential structures are served by 25/3 Mbps; and 25% of all residential and non-residential structures are served by 100/100 speeds.<sup>iii</sup> It is imperative that Chittenden County work to achieve 100/100 Mbps service for all residents and businesses and to not fall behind the rest of the state on this regard.
- A sustainable society minimizes the amount and toxicity of the waste it generates, reuses materials, recycles, and composts. The Chittenden Solid Waste District (CSWD) is responsible for the management of solid waste in Chittenden County. The system in the County is a combination of public, private, and public/private programs. CSWD has established a range of programs and facilities to manage waste through reduction, diversion, and proper disposal. CSWD also has identified the need for a regional landfill site (See the CEDS Project list in Supplement 4 for cost estimates, funding sources and proposed timeline for six CSWD landfill/waste transfer station design and construction projects). The tons of municipal solid waste generated in Chittenden County that are landfilled or incinerated have been decreasing over the last since 2019, while the amount of construction and demolition debris landfilled or incinerated has been increasing since 2015.<sup>iv</sup> The amount of materials recycled or composted has increased. It is estimated that 23% of the municipal solid waste sent to the landfill is comprised of recyclable materials and 22% is comprised of organic materials that could be compostedy. A State law passed in 2012 (Act 148) bans disposal of certain recyclables (effective July 1, 2015), yard debris and clean wood (effective July 1, 2016), and food scraps (phased in over time and completely in 2020) from disposal. Residents and businesses in CSWD have been required to separate yard debris and recyclables from waste destined for disposal since 1993 and clean wood since 2015. CSWD has also banned non-asbestos asphalt shingles, unpainted/unstained plywood, and unpainted/unstained oriented strand board from disposal (2016). The additional bans on food scraps and construction materials are having a significant impact on waste diversion in Chittenden County; however, continued education and new strategies will be needed to maximize use of diversion programs.
- As can be seen on the ECOS Map Viewer, there are the following government/administrative facilities in the County: 13 police stations, 21 post offices, 2 courthouses, 18 municipal offices, 29 fire/rescue stations, and 1 state correctional facility.
- Larger municipalities such as Burlington, Winooski, Colchester, Essex, Essex Junction, Milton, Shelburne, South Burlington and Williston have a variety of government and school facilities and provide a wide range of municipal services such as planning and zoning, recreation, highways, libraries, water, sewer, fire, rescue and police. In contrast, small rural municipalities such as Bolton, Buel's Gore, and St. George support only a few part-time employees such as a municipal clerk and road foreman, and often contract for other services. Municipal government in the remaining communities commonly consist of

a few full-time employees such as a municipal clerk, an administrative aide for the selectboard and a highway foreman and small crew, supplemented by part-time or seasonal employees for activities such as recreation programs or the municipal library.

- This variation is particularly apparent regarding Emergency Services. Almost every municipality has a locally-based fire department (with the exception of Buel's Gore and St. George), half have police departments, and fewer have their own emergency medical services. Many of the smaller municipalities receive primary police services from the Vermont State Police (VSP) on an "as-needed" basis, but must "rent" traffic enforcement services from the Chittenden County Sheriff's office, the VSP or neighboring communities. Many of the municipalities have reciprocal agreements for assistance in fire and rescue services. Most of these fire and rescue departments rely on volunteers; and recruitment and retention of these volunteers is a challenge. For more information see the Public Safety, Criminal Justice & Hazard Mitigation section in this Supplement, the All Hazard Mitigation Plan and Annexes and the Local Emergency Management Plans for each municipality (particularly Section 5.2 provides the specific services, volunteers and personnel for each operation). Discussions around consolidation of some municipal services, such as dispatch, continue to achieve greater efficiency. Five municipalities have formed a Public Safety Authority and are working together on an emergency communications center that will be responsible for dispatching police, fire and medical resources. The regional dispatch center is expected to be operational in 20??
- Chittenden County's community hospital is the University of Vermont Medical Center, also Vermont's only academic medical center, serving in this role for patients from across the state and the upper northeast corner of New York. The UVM Medical Center provides a full range of tertiary-level inpatient and outpatient services, provides primary care services at 11 Vermont locations, operates the region's only Level I Trauma Center, and is home to the University of Vermont Children's Hospital. As some of the inpatient facilities are 50 to 70 years old, the Medical Center has a Master Facilities Plan to address the long-term health needs of our region, focusing on single rooms for inpatients and more space for providers and the equipment they need to provide high quality health care, while striving for LEED certification for healthy, efficient, and sustainable building design. The UVM Medical Center completed construction on a new 128 bed inpatient building in 2019; the Miller Building vi. Through the Master Planning efforts, UVMMC is looking at all older primary care sites to ensure they are adequately sized and equipped to meet all their patients' needs. Other health care facilities in Chittenden County include 53 primary care sites; the Community Health Centers of Burlington (the local Federally Qualified Health Center, or FQHC); Howard Center (the local designated agency that provides mental health, developmental, and substance abuse services); two home health agencies (Visiting Nurse Association of Chittenden and Grand Isle Counties and Bayada Home Health Care); 6 Nursing Homes; 13 residential care homes; and 4 assisted living facilities.
- The shift in our demographics is important when analyzing what facilities and services are needed. In 2010, 11% of the Chittenden County population was 65 years old and older; and this increased to 15.1% in 2020 (American Community Survey, 5-year estimates, DP05). This age cohort is expected to increase. According to the 2020-2024 Vermont Housing Needs Assessment (Vermont Housing Finance Agency) between 2020 and 2025, the number of households between the ages of 65 and 74 will increase the most, adding 2,038 households during this time. Overall, Chittenden County will add a projected 2,174 households age 55 and older between 2020 and 2025. Changes in specific age cohorts is shown here:

Chittenden County Population Projections for 60 Years and Older								
	2010 Census	2019 American community survey	2019 % of Total Population	% Change of 10-19 Growth	2026 ESRI Estimates	2026 % of Total Population	% Change of 19-26 Growth	
Age								
60-64	8,220	10,093	6.2%	22.80%	11,155	6.4%	10.5%	
65-69	5,609	8,433	5.1%	50.30%	10,798	6.2%	28.0%	
70-74	3,823	6,718	4.1%	75.70%	8,492	4.9%	26.4%	
75-79	3,099	5,676	3.5%	83.20%	6,437	3.7%	13.4%	
80-84	2,563	3,550	2.2%	38.50%	3,783	2.2%	6.6%	
85+	2,591	1,848	1.1%	-28.70%	3,615	2.1%	95.6%	

#### FIGURE 33 CHITTENDEN COUNTY POPULATION PROJECTIONS FOR 60 YEARS AND OLDER<sup>vii</sup>

Not only is this a major demographic change, the needs of people within these age cohorts have changed with greater desire on aging in place and emphasis on providing home based care. While the State has had some success in addressing these needs, there is a long way to go and the demand is expected to increase. Expansion of the Vermont Respite House and use of technology in medical services (i.e. the Visiting Nursing Association of Vermont has tele-monitors to conduct daily in-home check-ins with patients remotely) are two examples of how Vermont is responding to these growing and changing needs. Also, the State has shown progress in the Choices for Care program and are currently serving those that gualify in the highest needs category (longterm care program that assists with care and support for older Vermonters and people with physical disabilities whether they are at home, an enhanced residential care setting, or a nursing facility. Participants in Choices for Care must qualify for Level II nursing home placement and meet financial eligibility criteria). However, the Visiting Nurses Association (VNA) has a significant number of clients who are clinically eligible for the highest needs Choices for Care program but don't gualify because their Medicaid eligibility has not yet been established. The VNA considers this delay a major factor in preventing them from serving a vulnerable population. In addition, VNA is currently experiencing a waiting list of over 250 people for the Moderate Needs (homemaking services) and their ability to serve the people on this list is limited by a lack of funding.

#### **Key Indicators**

- Current Wastewater Capacity v. Capacity Needed for Growth Projections in Areas Planned for Growth Source: ANR and CCRPC Municipal Growth Projections. Chittenden County has the capacity to treat an additional 7 million gallons per day of wastewater. In 2035, it is estimated that the anticipated demand will be 7 MGD which is adequate capacity to accommodate 80% of the future development within the various sewer service areas (based on a CCRPC 2002 study). However, capacity varies for each treatment plant and some facilities may have a narrow margin of additional capacity.
- There are 1,465 stormwater permits and 127 pending stormwater permits in Chittenden County. Source: ANR VTDEC stormwater permits & pending permits data, 2022.

56% of the impervious area in Chittenden County is covered by the Municipal Separate Storm Sewer System Permit (MS4). Source: MS4 Boundary, ANR's 2016 Impervious Surface Layer derived from 2016 Vermont Land Cover

# Additional indicators can be found on the ECOS Scorecard.

Storm Water Management	Scorecard
Drinking Water Capacity And Reserve for Large Water Utilities	
Waste Water Average Annual Flow	Scorecard
Pounds per capita per day for Municipal Solid Waste	Scorecard
Pounds per capita per day for Construction Debris	Scorecard

# 2. STRIVE FOR 90% OF NEW DEVELOPMENT IN AREAS PLANNED FOR GROWTH, WHICH AMOUNTS TO 15% OF OUR LAND AREA.

The areas planned for growth are defined as the Center, Metro, Suburban, Village, and Enterprise Planning Areas (all but Rural) as displayed on the Future Land Use Map. This strategy mimics the development patterns we've seen in the recent past. A Transit Oriented Development (TOD) overlay planning area has been added to depict and encourage a higher concentration of growth within walking distance to bus routes to reduce transportation energy consumption, carbon emissions, and preserve our natural and working landscapes. This overlay is within the areas planned for growth.

Increasing investment in denser, mixed use growth areas will improve economic opportunities, housing options, transportation options and improve community health. Focusing growth in the appropriate planning areas is also a cost-effective approach to increasing the supply of affordable housing and using existing infrastructure efficiently. Also, this pattern of growth reduces energy consumption for transportation. Homes are in closer proximity to jobs and other services, making trips shorter and making travel by walking, biking, transit and carsharing more feasible.

## Actions

# 1. Invest in Areas Planned for Growth -

- a. Invest in wastewater, water and stormwater infrastructure, energy systems (e.g. distribution, storage, and generation) and transportation infrastructure (including bike, pedestrian and public transit) in areas currently developed and/or planned for growth.
- b. Target reuse, rehabilitation, redevelopment, infill, and brownfield investments to the non-rural Planning Areas.
- c. Retrofit existing buildings to reduce energy use and greenhouse gas emissions.
- d. Improve design quality of high density areas, and allow flexibility for creative solutions.
- 2. Municipal Planning and Zoning Strengthen and direct development toward areas planned for growth through infill development and adaptive reuse of existing buildings through municipal plan and bylaw revisions and state designation programs.
  - a. Municipal Development Review Regulations should be revised to improve the mix of uses, shared parking, support for transit, access to a variety of services (for example restaurants, grocery stores, parks, entertainment) via active transportation, energy efficiency, renewable energy and the affordability of housing. A particular emphasis is needed on providing for affordable rental housing.
  - b. Integrate capital planning and budgeting in planning efforts to provide the right mix of infrastructure over time. Official maps can also be a useful tool to drive infrastructure improvements in the areas planned for growth.
  - c. Health Impact Assessments (HIA) provide a tool to use at the regional, municipal, agency, and organizational level to assure that planning decisions maintain or improve the public health. Access can be improved by co-locating public

facilities, in particular, medical and mental health facilities in areas with easy access via active transportation and public transit. Town health officers should be encouraged to participate in community planning efforts.

- d. Empower local officials through trainings and education on strategies to achieve the above plan and bylaw amendments, and implementation of them during development review. This could include how to effectively analyze development costs and benefits, and select appropriate multi-modal congestion mitigation measures.
- **3.** Broadband Coordinate with the VT Community Broadband Board, municipalities and service providers to ensure all residents and businesses are served by fiber broadband service.

## 4. State/Local Permitting Coordination & Improvement

- a. Support changes to the local and state permitting process to make the two more coordinated and effective. Participate in the Commission on Act 250 to improve the State's development review process, particularly to encourage development in appropriately planned places and discourage development outside of those areas. This could include expedited permitting processes for projects in areas that are: a) designated for growth; and b) where a community has a robust plan, regulations and staff capacity. In conjunction with a reduction of permit review redundancies in areas planned for growth it may be appropriate to develop more stringent standards and thresholds for development review in rural areas.
- b. Collaborate with stakeholders to ensure local and state regulations, bylaws and plans encourage transparency, predictability and timely review of sustainable and environmentally sound development applications. Support the establishment of an ambassador position to help those wishing to start businesses in Vermont understand and navigate the state permitting process.
- c. Develop a transportation assessment process that supports existing and planned land use densities and patterns in Center, Metro, Suburban, Village, and Enterprise Planning Areas to allow for more congestion and greater mode choice than allowed by current standards. The CCRPC will collaborate with the Vermont Agency of Transportation (VTrans), the Natural Resources Board, and other state and local stakeholders to develop a process that evaluates the transportation impact from a multi-modal perspective rather than just a traffic flow standpoint.
- d. Policies and planning studies that are adopted as part of this ECOS Plan and subsequent amendments will guide CCRPC's position in permit proceedings.

# 7. DEVELOP FINANCING AND GOVERNANCE SYSTEMS TO MAKE THE MOST EFFICIENT USE OF TAXPAYER DOLLARS AND REDUCE COSTS.

Considering development and growth comes with both costs and benefits, this Plan attempts to reach a balance by directing growth in such a way that new infrastructure and long-term maintenance costs are minimized. For example: Promotion of and incentives for compact development in areas planned for growth will help keep rural areas open; this can also minimize stormwater problems and prevent new watersheds from becoming impaired. Incentives and promotion for public transit can reduce the need for parking lots which will reduce stormwater impacts and costs. Compact development will make public transit more cost effective.

- Community Development Finance Tools Expand and improve implementation of financing tools available to municipalities with particular emphasis on options that level the playing field between greenfield development and infill development and to help direct new investment dollars to strengthen existing neighborhoods. This would include tax increment financing (TIF), Local Option Sales Taxes, Impact Fees, Special Assessment Districts, capital planning and budgeting and Fiscal Impact Analysis. Also support downtown tax credits, and additional incentives as part of State Designated Growth Centers, Downtowns, Villages, New Town Centers, and Neighborhoods. Keep the Vermont Municipal Bond Bank highly functional, accessible and AAA rated as it is key to the financial health of this region. Explore and develop other financing mechanisms for maintaining and improving infrastructure. Develop revolving loan funds for business to improve access to capital. Monitor the State of Maryland's health enterprise zone program to determine if it is successful and if a similar program would be appropriate for VT.
- 2. **Affordable housing financing and Implementation** Increase resources for housing, which includes but is not limited to: local housing trust funds, state housing trust fund, state housing tax credits, and strongly advocating for increased federal resources.
- Energy Investment Encourage property assessed clean energy (referred to as PACE) efforts, weatherization, tax incentives and other financing opportunities for investments in energy efficiency and renewable energy.
- 4. Transportation Financing Encourage municipalities to implement local transportation funding programs such as Tax Increment Financing Districts, Local Option Sales Taxes, Impact Fees, or Special Assessment Districts as appropriate. Monitor and participate in state and federal transportation financing reform efforts such as the 2012 Vermont Legislature's Act 153, Section 40 Transportation Funding study and the Natural Resources Board/VTrans Fair Share Cost Study to help address declining revenue from the gas tax.
- 5. Clean water Financing Monitor and participate in state financing reform such as the 2012 Vermont Legislatures Act 138 study which the Agency of Natural Resources is leading to make recommendations on how to implement and fund the remediation or improvement of water quality. Ensure that stormwater regulation and requirements do not financially burden or penalize dense and compact development in the areas planned for growth.
- 6. **Monitor State and municipal tax burdens** (education, utilities, municipal services and state) Examine the structure of government to identify opportunities for restructuring, streamlining or eliminating programs to increase efficiency, reduce costs and enhance

accountability. Substantive changes to our tax policy such as expanding the sales tax, internet and cloud taxation, and migrating to Adjusted Gross Income should not be made until we have a comprehensive picture of Vermont's tax structure, including the property tax and health care financing.

- 7. **County coordination and alignment** Coordinate and align investments and actions to advance the ECOS Plan. Monitor and report accomplishments.
- Multi-jurisdictional services There are a number of services that are provided on a regional or sub-regional basis. These include: Supervisory Unions, Chittenden Solid Waste District, Champlain Water District, Winooski Park District, Chittenden County Regional Planning Commission, Chittenden County Transportation Authority, Chittenden County Sherriff, Chittenden Unit for Special Investigations, and 911 dispatch. Examine and advance appropriate, efficient and effective governance structures to deliver improved services (i.e. Regional Walk/Bike/Park-n-Ride)

<sup>&</sup>lt;sup>i</sup> Source: State of Vermont Municipal Planning Data Center Designated Areas:

https://accdmaps.vermont.gov/MunicipalPlanningDataCenter/DesignatedAreas

<sup>&</sup>lt;sup>®</sup> Source: ECOS Scorecard Waste Water Annual Flow

Source: Vermont Department of Public Services
 Source: Chittenden Solid Waste District 2020 Waste Diversion & Disposal Report

<sup>&</sup>lt;sup>v</sup> Source: Chittenden Solid Waste FY 2020 Annual Report

vi Source: UVM Medical Center

<sup>&</sup>lt;sup>vii</sup> Source: 2019 American Community Survey Table S0101, US Census Bureau 2010 Census Summary File 1, Esri forecasts for 2021 and 2026

# Map 2 - Future Land Use Map

The future land use map identifies the location and boundaries of the Chittenden County Regional Planning Areas as described below. View the Future Land Use Map here: <u>https://arcg.is/1LTaWT</u>

## **Planning Areas**

The ECOS Plan uses the Planning Areas concept to identify places that share similar existing features and future planning goals. The Planning Areas reflect current municipal zoning as of date, 2022. In addition, scenario exercises done in preparation for the 2013 ECOS Plan showed public support for growth concentrated in the areas planned for growth as defined herein. The Planning Areas aim to describe the appropriate type of future growth expected in each Planning Area; however, the exact uses and densities allowable are determined by local zoning and local and state permitting. The Planning Areas also aim to illustrate a regional picture of future land use policies in the County necessary to promote a regional conversation about land use in Chittenden County municipalities. The six base Planning Areas are depicted on the Future Land Use Plan Map. They are Center, Metro, Suburban, Village, Rural, and Enterprise. A Transit Oriented Development (TOD) overlay planning area has been added to depict and encourage a higher concentration of growth. The Center, Metro, Suburban, Village, and Enterprise Planning Areas together make up the areas planned for growth.

**Center Planning Areas** are intended to be regional centers or traditional downtowns that serve the County and beyond and contain a mix of jobs, housing, and community facilities. Center Planning Areas also contain the County's highest density and largest-scale developments with residential densities generally ranging from 7 to more than 60 dwelling units per acre. Center Planning Areas may contain a state designated New Town Center, Growth Center, Tax Increment Financing District, or high density Village Center. Development in downtown centers primarily happens through infill development of underutilized vacant land and adaptive reuse of older structures whereas, development in municipal growth centers occurs in targeted areas that will accommodate future anticipated growth. These land uses are locally planned and managed to coexist successfully with neighborhoods and natural areas. Places within Center Planning Areas are served by wastewater facilities, other infrastructure, and offer a variety of transportation options, including non-motorized modes

*Metro Planning Areas* are areas where local zoning authorizes places to accommodate jobs and housing in a compact development pattern that supports transit service and encourages pedestrian activity and are within the sewer service area. Commercial land uses found in the Metro Planning Area are intended to serve the nearby residential area. Existing densities within Metro Planning Areas are typically higher than those found in the Suburban, Rural, Village, and Enterprise Planning Areas and generally range between 4 and 20 dwelling units per acre. Future development in the metro area should be encouraged to occur at the higher end of this range to ensure that there are adequate housing and jobs in these areas.

**Suburban Planning Areas** are areas near a Center Planning Area, Metro Planning Area, Village Planning Area, or Enterprise Planning Area where local zoning authorizes future development to occur at scales, densities, and uses compatible with existing development and with general residential densities greater than 1 and less than 4.5 dwelling units per acre. Many parts of the Suburban Planning Area already have been developed, often in suburban styles of development and are predominantly within the sewer service area. Future development and redevelopment in this Planning Area should be publicly sewered, minimize adverse impacts on natural resources, and protect strategic open space.

*Enterprise Planning Areas* are areas where local zoning authorizes a future concentration of employment uses that attract workers from the County and multi-county region. Development in these Planning Areas should have adequate wastewater capacity and access to transit or be near these services. Typically, this area encompasses major employers or a cluster of single employers and has current or planned transit service.

*Village Planning Areas* are areas where local zoning authorizes a variety of future residential and nonresidential development at densities and scales in keeping with the character of a Vermont village, generally between 2 and 12 dwelling units per acre if sewered and between 0.2 and 4 units per acre if not sewered. Village Planning Areas are compact areas of mixed-use activities that maintain the character of a Vermont village. This type of planning area is intended to serve its local surroundings as a place where people can live, work, shop and recreate.

**Rural Planning Areas** are areas where regional and town plans promote the preservation of Vermont's traditional working landscape and natural area features. The Rural Planning Area also provides for low density commercial, industrial, and residential development (generally a gross density of 1 dwelling unit per acre or less, where the lots themselves may be smaller) that is compatible with working lands and natural areas so that these places may continue to highlight the rural character and self-sustaining natural area systems. Development in the rural planning areas is typically outside the sewer service area.

*Transit Oriented Development Overlay Planning Areas* are areas within a quarter mile from Green Mountain Transit's primary routes that are located in areas within the County's areas planned for growth. The TOD Overlay Planning Area also includes a quarter mile buffer around GMT commuter bus stops in areas that are not served by GMT's primary routes. While the base planning areas reflect local zoning, the TOD Overlay Planning Area is meant to emphasize the importance of locating new development locations within walking distance to bus routes. Research indicates development tdensity of at least 5 dwelling units per acre may enable more transit ridership and walkability, reducing the need for driving, and decrease energy use and carbon emissions. Development densities at greater than 12.5 dwelling units/acre can help enable a strong transit service and walkability. [Source: Cambridge Systematics, Moving Cooler Report as referenced in Statewide Energy Efficiency Collaborative, An Alliance to Support Local Government in CA] The underlying base planning area purpose statements will continue apply in regulatory proceedings, not the TOD Overlay Planning Area (Act 250 and Section 248).