

MORRISVILLE / MORRISTOWN **PLANNING COUNCIL AGENDA**

Tuesday 12 March 2024 at 5:00 P.M.

**Morristown Municipal Offices, 43 Portland Street
Community meeting room of the Old Tegu Theatre**

- P. 2 1. Vote: prior Council meeting minutes
2. Discuss: Proposed S.100 “homes for everyone” zoning edits
- P. 3-5 a) Review town-wide Building Height reductions
P. 6 b) Review new Zoning Map & Sewer Service Mgmt Area
P. 7A c) Missing Middle §206 Design Criteria suggested edits
3. Discuss: Town Plan revision
- P. 8-11 a) Vote to edit Transportation Chapter commuter language
b) Town Plan revision & meeting schedule thru August

Morristown/Morrisville Planning Council
PO Box 748 / Morrisville, VT 05661
Phone (802) 888-6373

Meeting Minutes of Tuesday 27, February 2024

Council Members present: Etienne Hancock (Chair), Jamie Morris, Joshua Goldstein (via phone) and Wally Reeve

Council Members absent: John Myer

Council Guests: Fire Chief Dennis Degregorio, Conservation Commission Member Jerry Throne, Jamie Brewster, & Tom Cloutier

Staff: Planning Director Todd Thomas, and Scribe Bonnie McDermott

Call to Order: Chair Hancock called the meeting to order in the Community Meeting Room of the Town Offices at 43 Portland St. in Morrisville at 5:00 P.M.

Meeting Minutes: Minutes of the January 23, 2024 meeting were accepted. A vote of 3/0 was affirmed with Member Goldstein abstaining.

Discuss: Proposed S.100 “HOMES for everyone” zoning edits

a. Discuss: Revised Cap Building Height (Trudell drawings): The Council reviewed the architectural drawings from Mr. Trudell which were based on the Committee accepted building height definition that was determined at the last meeting. It was decided to reduce the residential building height from thirty-five feet to thirty feet, and the commercial building height to 40 feet. Mr. Thomas will confer with the town counsel for advice on the language used and he will report back at the next meeting.

b. Discuss: Zone Reductions & Sewer Service Management Area Edits: The Council examined the edits proposed in the meeting packet for the zoning boundary descriptions. After a discussion, the Council was amenable to the proposed changes and the new zoning map but decided to change the east side of Brooklyn Street to Low Density Residential (LDR). This decision was made to protect these homes from being converted into large multi-family dwellings.

Discuss: Town Plan: Chair Hancock, representing the Planning Council, attended the Selectboard Meeting on February 5th. He said the Council was asked by the Selectboard to change certain Town Plan language and move forward with a revised Town Plan. The issue of the coinciding timing of both actions of the zoning changes and the acceptance process for the Town Plan caused concern for confusing and overwhelming the public. Member Goldstein said that the pending S.100 / HOMES Act zoning update was more important than updating the Town Plan. It was decided that the Planning Council schedule will proceed as previously determined. Mr. Thomas was asked to bring the exact change of language for the Town Plan to the next meeting. Mr. Thomas added that he would set an initial Town Plan hearing date of May 28th which is after the Planning Council S.100 / HOMES Act zoning change hearing and vote on May 14th.

The meeting was adjourned at 6:40 PM. Submitted by Bonnie McDermott

MPC S.100 zoning change schedule through rest of fiscal year						
<u>Meeting Date</u>	<u>Board</u>	<u>Time</u>	<u>Location</u>	<u>S.100 New Zoning Change Topics</u>	<u>Bill §</u>	<u>Notes</u>
11/28/2023	MPC	5:00 PM	Town Offices	Review duplex pavement requirement, double minimum lot size in RRA Zone, & delete homeless shelter language	§1, §2 & §3	
12/12/2023	MPC	5:00 PM	Town Offices	Review lot sizes for village RES (proposed at 8,000 ft2 maximums @ 5+ single-family homes per acre)	§2	
1/9/2024	MPC	5:00 PM	Town Offices	Lot size vote for village RES (proposed at 8,000 ft2 maximums @ 5+ single-family homes per acre)	§2	
1/23/2024	MPC	5:00 PM	Town Offices	Revise Accessory Apt language & permit process for administrative subdivisions	§2 & §6-§7	
2/13/2024	MPC	5:00 PM	Town Offices	-	-	No meeting
2/27/2024	MPC	5:00 PM	Town Offices	Review edits to village residential zone boundaries & Sewer Service Area so it matches zoned areas for village maximum lot sizes, & allow small gravity sewer expansion areas (per MW&L)	§2 & §4	
3/12/2024	MPC	5:00 PM	Town Offices	Vote on village residential zone boundaries & Sewer Service Area changes & begin Missing Middle design criteria discussion	§2 & §4	
3/26/2024	MPC	5:00 PM	Town Offices	Vote to add Missing Middle design requirements into Section 206 of ZBL	§2	
4/9/2024	MPC	5:00 PM	Town Offices	Review appeal party change, new DRB character of area, by-right development restrictions, & new definitions in ZBL for "served by water and sewer"	§6, §9 & §7	
4/23/2024	MPC	5:00 PM	Town Offices	Review S.100 zoning changes before public hearing	all	
5/14/2024	MPC	5:00 PM	Town Offices	S.100 Zoning Change public hearing & vote		Public hearing & vote

Bedroom - a room with one or two beds in it being used for sleeping purposes.

Brewery: A facility for the production and packaging of beer, vinous, distilled or fermented alcohol products for distribution, retail, or wholesale, on or off-premise. A majority of a Brewery's on-premise alcohol sales (retail, tastings, etc.) shall be brewed or distilled on-site.

Building – See definition of Structure.

Building Front Line - Line parallel to the front lot line transecting that point in the Building face which is closest to the front lot line. This face includes decks and porches whether enclosed or not but does not include steps or ramps.

Building Height - Vertical distance measured from the average elevation of the Building's finished grade to the midpoint of its roofline, or, in the case of a flat roof, to its highest point. ~~Building Height above the maximum height specified in each zone shall require Conditional Use review. Building Height or structure height above 40 feet that is intended to be occupied may only be permitted upon prior written confirmation from the Fire Chief that the Town's existing fire-fighting apparatus will be able to fully access at least 2 sides of the building or structure.~~

Bulk Storage of Fuels - The storage of 1,000 gallons or more of liquid or gaseous fuels for distribution. Such fuels include fuel oil, and pressurized gasses such as propane and compressed natural gas.

Business Services - Establishments providing primarily services to individuals, institutions, farms, industries, or other businesses (ex. including: bank, distributors, real estate agency, barbershop, beauty parlor, laundry, photographic studio, and wholesalers). Business Services is also inclusive of the assemblage of parts to manufacture hardware or consumer products.

Class 1 Development - Any use in which all necessary water supplies AND sewage disposal is provided by municipal off-lot water and sewage systems.

Class 2 Development - Any use in which either the necessary water supply OR the necessary sewage disposal is provided for on the same lot as the building(s) for which these utilities are provided; and the other utility is provided by an off-lot system.

Class 3 Development - Any use in which the necessary water supply and the necessary sewage disposal is provided for on the same lot as the building(s) for which these utilities are provided.

Clubs, Private - Building, facilities, or uses catering exclusively to club members and their guests for recreational purposes and not operated primarily for profit.

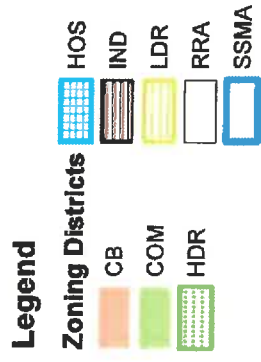
Commercial Use - This use shall include all operations and processes for businesses, whether they be located in stores, warehouses, offices, or similar Structures. This use shall not include the Gas Station or Sexually Oriented Business uses.

Community Facility - Any meeting hall, place of assembly, government office, government facility, museum, art gallery, library, school, or other similar establishment not operated primarily for profit.

204.5a **Uses Allowances.** The use definitions allowed in each zone are shown in the following table:

USE TABLE	CB	COM	MOR	IND	HOS	HDR	MDR	LDR	RRA
Structures Building Height above 35 feet in Height	P	P	G	P	C	C	G	C	C
Structures Building Height above 50 feet in height g	C	C		C					
g = Building Height above 40 feet may only be permitted upon written confirmation from the Fire Chief that adequate access exists to the portion of the structure above 40 feet in height via the Town's existing fire-fighting apparatus.									

PROPOSED Morristown Zoning Map
Village Zoning Changes
2024

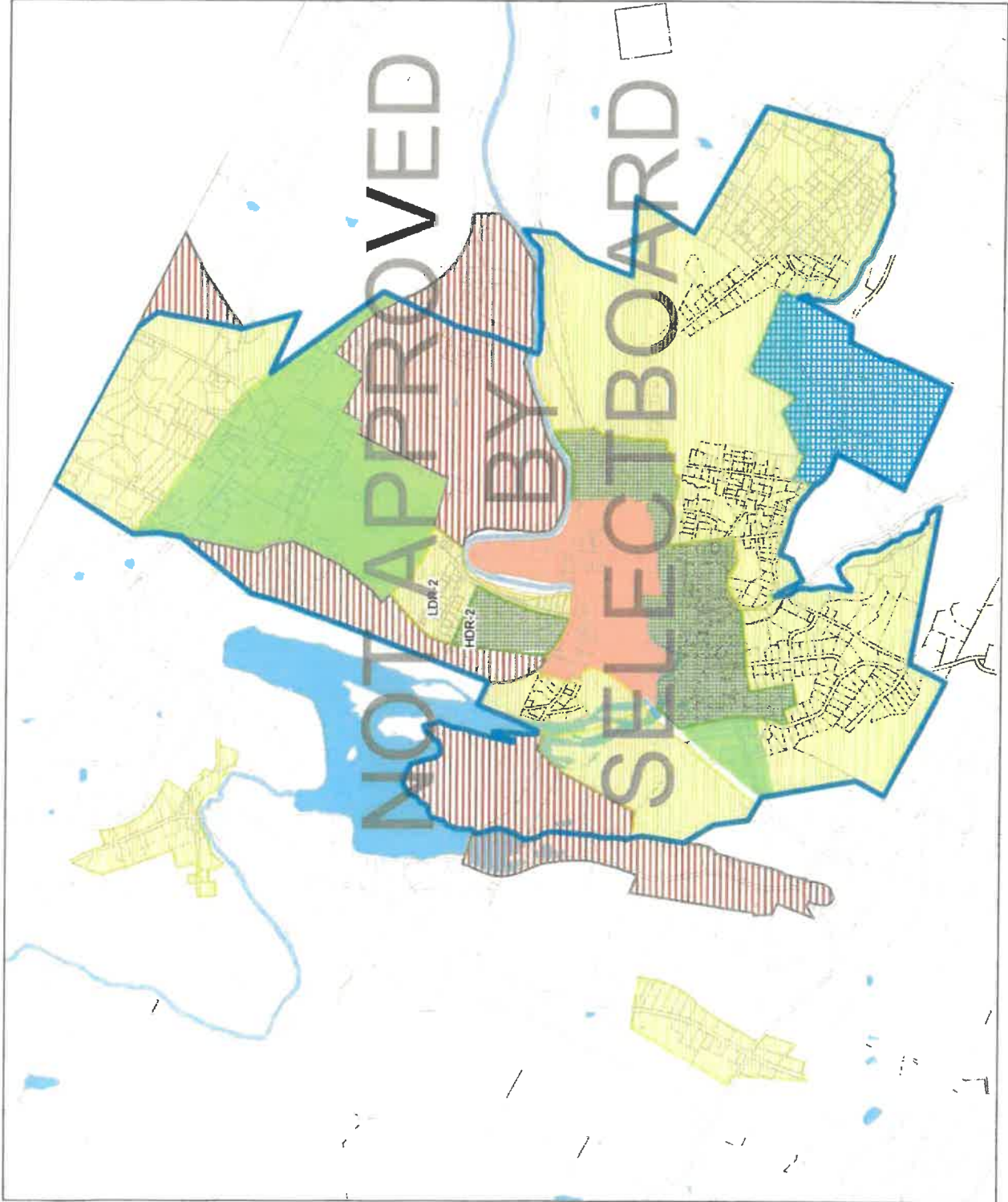


CB	Central Business
COM	Commercial
HDR	High Density Residential
HOS	Hospital
IND	Industrial
LDR	Low Density Residential
MDR	Medium Density Residential
MOR	Mixed Office Residential
RRA	Rural Residential with Agriculture



Data Source:
 The Morristown Zoning Map was prepared by the Morristown Planning Commission for Planning Purposes, updated 2017 by Planning Commission Associates, LLC.
 Base map data: 2017 Morristown data, provided by the Morristown Planning Commission.
 2017 by Planning Commission Associates, LLC.
 Period: Morristown data, 2017, for CA Technologies.
 Period: Water: VCD for MHD-2018, 2011.
 Period: Boundaries: VCD, 1981.

Created by Laneville County Planning Commission
 Prepared by Todd Thomas on January 21, 2024



Todd Thomas

From: Todd Thomas
Sent: Monday, March 11, 2024 3:40 PM
To: Bonnie McDermott; Etienne Hancock; Jamie Morris; John Kaaren Jack Kay; Josh G (alt email); Josh Goldstein; Wally Reeve (wreeve321@msn.com)
Subject: Section 206 form based considerations for tomorrow's missing middle housing discussion

Good afternoon Planning Council,

As promised, the following are what I will recommend to the Planning Council tomorrow night for "form based" zoning enhancements to the areas regulated by Section 206 of the Zoning Bylaws. These suggestions are called out below with page numbers from the book "Missing Middle Housing: Thinking big and building small to respond to today's housing crisis."

P. 110 - Cottage Court Development. I recommend we allow "Cottage Court" single-family home developments. Such developments allow multiple detached small single-family homes on a single lot. The footprint of these homes is generally limited to less than 800 ft.² and their height is limited to 1.5 stories. Parking is common, disconnected from the units, which forces residents to walk through the common courtyard area to access their homes. Courtyards are grassed and landscaped, and at least 25 feet wide, and the entrance to each unit must face the courtyard. The development lot must be 100 feet wide and 150 feet deep (no waivers). Village based densities of land are per each unit apply. I would limit these Cottage Court developments to village zoned areas, unless the Council thinks they also belong out in RRA, which I do not via a character of the area litmus test.

P.139 - Additional Garage Restrictions. I recommend that garages and car-ports are no longer allowed to face the road on which the lot derives its frontage. Such a rule must also prohibit "tuck-under" ground level parking that is visible from the lot frontage. Tuck-under parking is quite common with new townhouse style developments.

P. 140 - Townhouse Development. I recommend we no longer allow the front of townhouses to back up to the rear of other townhouses unless separated by a street (ex. Foundry Street).

P. 251 - Maximum Building Width. I recommend that building width for multi-family housing be limited to 45-60 feet (the Council should chose between this range). This regulation ensures that assemblage lots do not result in large multi-family buildings that are out of character with their host neighborhood (ex. Gordon Lane).

P. 252 - Maximum Building Depth. I recommend that building depth for multi-family housing be limited to no more than 50% of the depth of the larger of the 2 adjacent dwellings. This ensures that new multi-family buildings are not out of character with their host neighborhoods (ex. Gordon Lane).

I will bring illustrative examples from the Missing Middle Housing book for the above proposed regulations on Tuesday evening. These examples will be included in the meeting packet at your seat. Please let me know if there any questions. If not, I look forward to seeing you all tomorrow evening.

Todd Thomas

From: Interim Town Manager
Sent: Wednesday, February 28, 2024 12:51 PM
To: Todd Thomas
Cc: Interim Town Manager
Subject: 2024 Town Plan - Transportation Revision: Planning (PC) approval to move forward reached 2/27/24

Todd,

Please find the revised paragraph in chapter 3, Transportation of the town plan. Once you'd integrated the changed language, please forward me a copy of the working draft for my review. As discussed in our meeting this morning, please forward the approval schedule.

Morristown Town Plan Revision:

"Therefore, this plan encourages open communication with neighboring communities through the State Route 15 and State Route 100 pass. The town is supportive of the designated village center and downtown initiatives which strive to enhance pedestrian and bicyclists' safety. We support the reduction of the speed limit around the rail trail crossing in the Town of Johnson that provides additional bike and pedestrian safety. Morristown will work collaboratively with our neighbors to ensure they are made aware of any negative impacts to our community which may occur because of slowing traffic outside the village center and/ or designated downtown."

Carrie Johnson

Interim Town Manager

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Chapter 3: Transportation

In 2008, the town had a public road network measuring 104 miles. More than a decade later, the town's road network has grown to only 106.7 miles in length (the 2020 town highway map can be found at the following web address:

(https://maps.vtrans.vermont.gov/Maps/TownMapSeries/LAMOILLE_Co/MORRISTOWN/MORRISTOWN_MILEAGE_2020.pdf). This 106.7 mile length measurement includes 15 miles of

State Highway. The village has a total road network of 14.1 miles, including 2 miles of State Highway. The 2020 village highway map can be found at the following web address

(https://maps.vtrans.vermont.gov/Maps/TownMapSeries/LAMOILLE_Co/MORRISTOWN/MORRISTOWN_MILEAGE_2020.pdf). This decade-to-decade comparison shows that our road

network is growing slowly. Growth aside, the approximately 90 miles of total local public roads is a sizeable burden, especially economically, for a relatively small town to maintain.

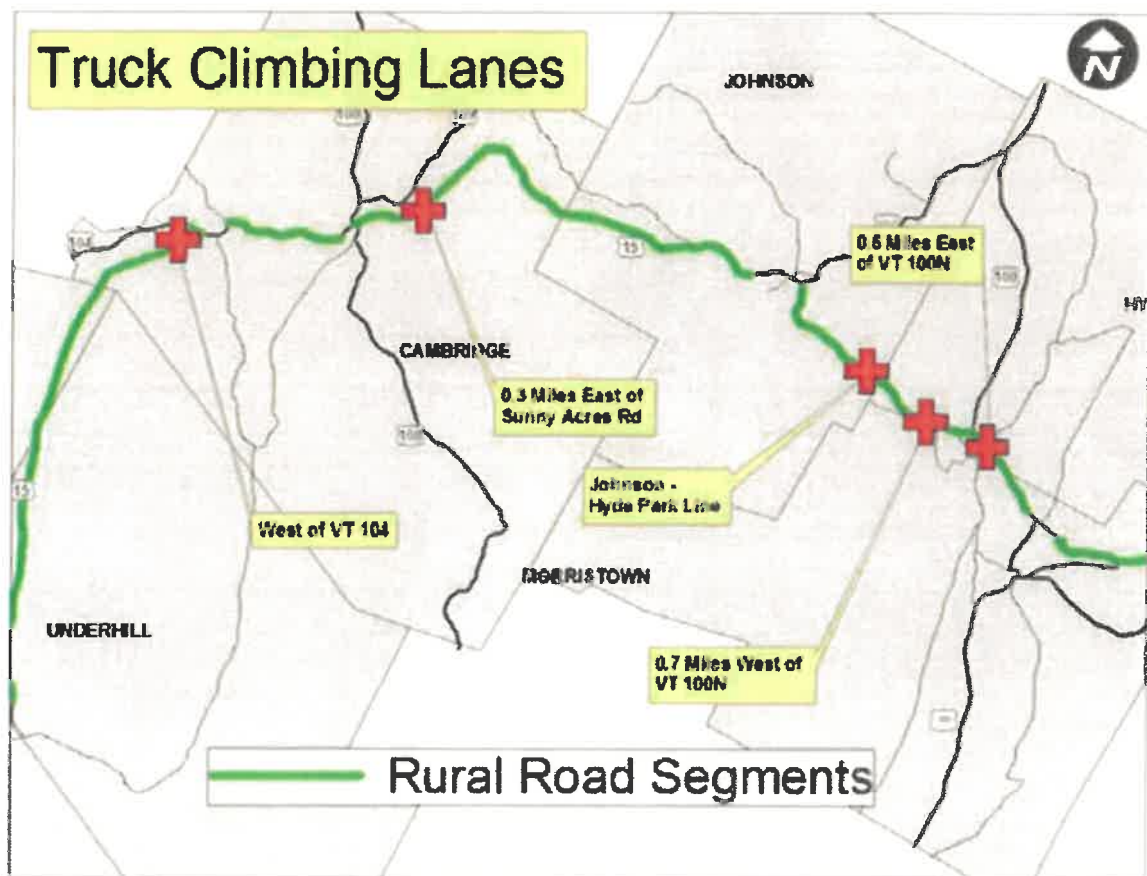
Even though the town government has no control over State roads located in our town, these roads still play a very important part of day-to-day life here. Commuters coming to, and leaving our region, use these State roads daily, which are the property of the Vermont Agency of Transportation (VTrans). Access to the Essex area via Route 15, and the access that Route 100 provides to the interstate highway and Burlington, are incredibly important to this community, and the many residents who commute to these areas. With rush-hour commute times to Burlington already at an hour plus for a distance of only 45 miles, the Selectboard, and Planning Council, must use all the influence available to ensure that these commute times do not become even longer. Our town is hurt economically the further it gets in terms of travel time by car to and from Burlington, and Chittenden County as a whole. ~~Therefore, this plan objects to attempts by neighboring municipalities to lower speed limits between our community and the interstate on Route 100 in areas located outside of village limits and designated downtowns when reducing the speed limit is not supported by the findings of a VTrans speed study. Similarly, this plan also objects to attempts by neighboring municipalities to lower speed limits between our town and Essex on Route 15 in areas located outside of village limits and designated downtowns when reducing the speed limit is not supported by the findings of a VTrans speed study. Similarly, this plan objects to attempts by neighboring municipalities to install traffic signals and roundabouts that are shown to not be warranted by a VTrans traffic study on the same sections of Route 100 and Route 15 when the request is for an area located outside of village limits or a designated downtown. With that being said, this plan is supportive of increasing pedestrian safety, including lower speed limits, where the Lamoille Valley Rail Trail crosses VT Route 15.~~

Therefore, this plan encourages open communication with neighboring communities through the State Route 15 and State Route 100 pass. The town is supportive of the designated village center and downtown initiatives which strive to enhance pedestrian and bicyclists' safety. We support the reduction of the speed limit around the rail trail crossing

in the Town of Johnson that provides additional bike and pedestrian safety. The Town will work collaboratively with our neighbors to ensure they are made aware of any negative impacts to our community which may occur because of slowing traffic outside the village center and/ or designated downtown.

While ensuring that commute times to Chittenden County on Route 100, and Route 15, are not lengthened by reduced speed limits, and unwarranted traffic lights, it is also important to lobby for physical changes to State roads that can improve commute times. Physical roadway changes made to improve commute times will help offset increased traffic as our community and the surrounding communities grow. Truck climbing lanes are a great example of such a positive change. **This plan supports the creation of truck climbing lanes at locations where the road grade exceeds 5% for 1,000 feet or 7% for 500 feet on Route 15 (per VTrans *Truck Network Improvements Prioritization Study* (Vanasse Hangen Brustlin, 2001)).** The following figure details these areas:

Supported Locations for Truck Climbing Lanes



Truck climbing lanes and passing lanes are also important features that should be encouraged between our community and the interstate highway in Waterbury. An example of a location

Town Plan revision schedule (per 24 VSA Section 4385)

<u>Date</u>	<u>Responsible Party</u>	<u>Time</u>	<u>Location</u>	<u>Notes</u>
3/12/2024	Planning Council	5:00 PM	Town Offices	MPC vote to accept Legislative Body directed Town Plan language edit
4/19/2024	Zoning Admin.	-	-	N&C submittal deadline for MPC Town Plan hearing ad
4/25/2024	Zoning Admin.	-	-	MPC Town Plan public hearing notice appears in N&C
5/28/2024	Planning Council	5:00 PM	Town Offices	MPC Town Plan public hearing, approval vote, & plan submittal to LBs
5/31/2024	Zoning Admin.			N&C submittal deadline for SB & Trustee Town Plan hearing ad
6/6/2024	Zoning Admin.			SB & Trustee Town Plan public hearing notices appears in N&C
7/15/2024	Selectboard	5:30 PM	Town Offices	Selectboard Town Plan public hearing #1
7/17/2024	Village Trustees	5:30 PM	Village Offices	Only Village Trustee Town Plan public hearing
8/5/2024	Selectboard	5:30 PM	Town Offices	Selectboard Town Plan public hearing #2
8/7/2024	Village Trustees	5:30 PM	Village Offices	Village Trustee Town Plan approval vote
8/19/2024	Selectboard	5:30 PM	Town Offices	Selectboard Town Plan approval vote