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**MORRISTOWN/MORRISVILLE
PLANNING COMMISSION
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Minutes of August 4, 2009

Members Present: Bill Henchey, Kelly Rogers, Max Paine, Andrew Volansky, Reeves Larson, John Meyer, Paul Griswold

Members Absent: none (one vacancy)

Staff: Bill Rossmassler (LCPC Planner)

Guests: none

Chairman Bill Henchey called the public meeting to order at 7:00 pm.

1. Selectboard Zoning Discussions

Bill H. gave an overview of the outcomes of the previous week's (7/27/09) Selectboard meeting, stating that the Selectboard is not going to change the planning commission's proposed language for the Business Office Park. The Selectboard is, however, likely to change the language concerning the length of stay at Bed and Breakfasts and voted to add offsite contractors as a home based business. The Selectboard also began discussing the proposed tapered set back on the Chauvin parcel and will continue this discussion at their next meeting (8/10/09), for which they are planning to invite all of the abutting property owners to the meeting. In preparation for this meeting, Bill H. asked Bill R. to prepare some talking points for the PC to use regarding the tapered setback and retail cap issues and to ask Dan Lindley where things stand with developing a new formula for mitigating impacts to prime agricultural soils in the sewer service management area.

2. 2010 Contract

Bill R. distributed the draft contract for municipal planning services to the commissioners for review. The commissioners reviewed and approved of the contract.

3. VT Route 100 Corridor Studies

Bill R. reviewed all of the past studies that were identified that might have useful information related to the possible zoning options for the VT Route 100 corridor. Of the following studies, Bill R. noted the only ones that seemed to have useful information

were the Access Management Plan and the Airport Master Plan. The others either did not have any related information or referenced these plans.

- 1993 Corridor Management Plan
- **2004 Access Management Plan**
- **2005 Airport Master Plan**
- 2006 Regional Transportation Plan
- 2007 Regional Plan
- 2008 Downtown Transportation Opportunities Study
- 2009 Green Mountain Byway Corridor Management Plan

The **Access Management Plan** makes the following recommendations:

Municipal Plan

- In the land use element, review land use districts along the corridor, their allowed uses and densities, in relation to traffic conditions, road frontage, potential for new accesses, interconnecting roads, and intersection function.
- In the transportation element, include sections that address road function and access management classifications, reference to existing or proposed state access management guidelines, and identification of needed access management improvements.

Non-regulatory

- Adopt a local capital budget and program
- Adopt an official map that identifies land for public infrastructure improvements, including new or expanded rights of way, accesses, intersections, sidewalks, recreation paths, etc.
- Adopt a road impact fee ordinance.
- Acquisition of land.

Regulatory

- Redefine zoning districts to consider current allowed uses and their trip generation rates, district density, lot size and frontage requirements, and available or planned connecting roads.
- Adopt an access management overlay district.
- Adopt curb cut and driveway standards.
- Update site plan / conditional use / subdivision review standards and criteria to include a review of existing access management, intersection, parking, and road standards for consistency with local (road) policies and ordinances, and for state highways, with the state's (access) management program guidelines.
- Define the timing and sequence of review for obtaining state or local highway access approval in relation to local zoning permits and approval, including application referral and / or consultation requirements.

Growth Management

- Develop policies that ensure the rate of development is coordinated with the provision of facilities needed to support that development, such as capital budget and program, impact fees, and phased development programs.
- Develop land use policies that discourage scattered development and reinforce existing and new growth centers, such as land conservation and open space

protection and low density development regulations in rural areas and concentrated development in new and existing village centers.

The **Airport Master Plan** makes the following recommendations:

- 10 bay T hangar 430 feet west of the runway's north end, would require the acquisition of 1.6 acres.
- 15,000 square foot conventional hangar 400 feet west of the runway, would require the acquisition of residential property, including one home.
- To avoid noise disturbances, new residences and other sensitive developments should be located outside of the future DNL 55dB contour as depicted on Sheet 5 of the airport's Land Use Plan (Bill R. will provide the PC copies of Sheet 5 for review at one of the PC's upcoming meetings).

Bill R. also noted, in addition to these studies, the Alternate Truck Route's designs are related to the corridor zoning efforts, as well as the Morristown Municipal Plan, survey and public forum results, and the Stowe Municipal Plan, zoning ordinance, and past surveys and other public input processes (Bill R. will provide the PC with a synopsis of these at one of the PC's upcoming meetings). Bill H. suggested one of the next steps should be to develop a schedule for the effort and noted that the PC is going to want to invite experts to future meetings and look at examples from other communities.

4. 2010 Municipal Planning Grant Application

Bill R. reported he asked the state to explain why the town's 2009 MPG application for the BOP plan was denied funding. The state said the proposed project did not trigger any of the program's "priority criteria" and did not have strong linkages to the municipal plan. The state's recommendation is to seek alternative funding sources for the project, as it does not appear to be a competitive match, and to propose a new more competitive project for the next round of funding. The PC discussed possible projects and came up with two; assistance with developing a growth center designation application and assistance with trail planning and design related to the rail trail. Bill R. noted the latter project probably wouldn't compete very well in the MPG either. Bill R. suggested and the PC agreed it might be helpful to invite a state representative to one of the upcoming meetings to discuss the possibility of applying to the MPG for assistance in developing a growth center designation application.

5. Approve Previous Meeting's (7/21/09) Minutes

On a motion by Andrew, seconded by John, minutes of July 21, 2009 meeting were reviewed and accepted as presented.

The meeting adjourned at 8:30 PM.

Respectfully submitted:
Bill Rossmassler

Minutes approved on: 8/18/09