

**MORRISTOWN/MORRISVILLE
PLANNING COMMISSION
P.O. BOX 748
MORRISVILLE, VT 05661
Phone (802) 888-6373
Fax (802) 888-6377**

DRAFT

Minutes of January 5, 2010

Members Present: Bill Henchey, Max Paine, John Meyer, Reeves Larson, Andrew Volansky, Lauren Traister

Members Absent: Paul Griswold

Staff: Mark Leonard (ZA), Bill Rossmassler (LCPC Planner)

Guests: Ron Stancliff, Leon Whitcomb, Rhoda Bedell

Agenda: attached

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

Bill Rossmassler reviewed the main points made during the preceding series of roundtable discussions on possible zoning changes along the Route 100 corridor. Bill H addressed the desire to establish one or more 'gateways' to the Village center from the planned Alternate Truck Route (aka, the Bypass). He mentioned it may be necessary soon to exclude likely gateway sites from possible development to ensure their availability for such use. He thought getting the Morristown Alliance for Culture & Commerce (MACC) involved would be beneficial.

The ZA said there needs to be a better definition of what a gateway would consist of: signs, structures, parking areas, etc? Depending on the answers, different factors would come into play. He suggested the Agency of Transportation (AOT) will have a key role in the location & design of the gateways, as they would likely fall, at least in part, within the highway right of way (ROW). Location & height of signs and any parking area could be a traffic concern. He mentioned speaking to Community Coordinator Heidi Krantz, who thought some early conceptual work on the gateways might be found in the design charettes created about ten years ago. He suggested contacting communities like Middlebury & Bennington who had recently gone through a similar process with bypass routes around their towns for ideas. He also suggested having a design competition, once the gateway concept was more fully defined.

Bill H said that, based on inputs received during the roundtable discussions, it seemed most likely that any potential new zoning district would be focused on non-residential uses around the airport, in a stand-alone 'node' not contiguous to the existing non-residential zoning districts. In broad terms, the area under consideration extends south along Route 100 from the new Ryder Brook bridge to the intersection with Goeltz & Golf Course Roads and east from Route 100 to the east side of Cochran Road. The notional zone was dubbed the 'Airport Industrial Park', reflecting the preferred use of the area for compatibility with the airport and the desire not to dilute or compete with development efforts in the newly re-designated Business Enterprise District (BED), just south of the Village in the vicinity of the Bishop Marshall School.

The ZA suggested referring to the proposed new zoning district as a 'designated growth center' to be consistent with state policies regarding new development outside of established town/village centers. He also recommended send a mailing to property owners within & adjacent to the proposed district to make them aware of the ongoing discussion and solicit their views.

Bill H said he wanted to provide the Select Board an update on the Planning Commission's initial thoughts on Route 100 zoning changes to get an idea if the Select Board would support those plans. Lauren added that if there was going to be a public vote regarding limits on the size of retail stores at Town Meeting, the PC should meet with the SB to lay out an outreach & education plan for the topic. The ZA said he would try to get both topics on the agenda for the Jan 11th Select Board meeting.

Bill R said that with the decision to add planning responsibilities to the Zoning Administrator position, it would be good for the PC & SB to also discuss the current LCPC planning services contract and how to proceed with it for the remainder of the fiscal year. He said a mid-year report on the contract would be a good venue to have this discussion.

Max gave a brief update on the of the sewer service working group, noting little significant discussion on the questions of where, when, & how to extend service within the designated Sewer Service Market Area (SSMA).

Bill H touched on the discussion with AOT officials regarding a possible recreation trail between Morrisville and Stowe. He said he'd talk with Mike Stafford of the now-defunct Rec Trails committee to see how he might want to participate in the discussion. He mentioned the idea of establishing fairly deep setbacks (up to 200 feet) along the highway, so that there'd be room to establish such a trail along Route 100 without having it on the actual shoulder of the road. Max & John both felt 200 feet was too deep of a setback, offering 100 feet as a more feasible distance.

Bill R said the most effective way to manage access and limit new curb cuts to corridor properties was via the subdivision review process. Reeves said such reviews should address the traffic flow & safety considerations of any proposed new access points.

Ron Stancliff asked if it would be possible to review traffic volume data along the Route 100 over the last five years, as well as along Stagecoach & Randolph Roads, often used as alternates to Route 100. Bill R said he thought he could locate that data.

The ZA urged the PC to look to policies & recommendations in the Town Plan for the basis of any new zoning proposals for the Route 100 corridor and the airport area.

Bill H thanked outgoing ZA Mark Leonard for his service & support over the past eight years & wished him well in his future endeavors. He welcomed incoming ZA Julia Compagna and offered the PC's assistance in helping her settle into the position, noting the increased planning responsibilities envisioned for it. Julia said she'd like to review last year's PC minutes as a starting point.

On a motion by Max, seconded by John, minutes of the December 15, 2009 meeting were reviewed and accepted as presented.

The meeting adjourned at 8:50 PM.

Respectfully submitted:
Mark Leonard, ZA

Minutes approved on:

1/19/10