APPENDIX A

Meeting Agendas, Public Input, and Meeting Materials

VT Route 103 Corridor Management
Steering Committee
November 3, 2008, 1:00 – 3:00pm
Rockingham Town Offices

I. Introductions

II. Review Scope of Work and Project Timeline

III. Discussion of Project Vision and Goals

IV. Discussion of Transportation and Land Use Issues

V. Next Meeting

<u>Steering Committee Members</u>

Town of Rockingham
Ellen Howard – Planning-Zoning Administrator
Ann DiBernardo – Selectboard member
Alan LaCombe – Planning Commission member
Bill Ackerman – VT Country Store Representative
David Boylan – Woodland Tool
Fred Bullock - WR Transportation Committee Chair, Regional Planning Commissioner

Town of Chester
Julie Hance – Zoning Administrator
Dick Jewett – Selectboard Chair
Tom Bock – Planning Commission Chair, Local Business Owner, Regional Planning Commissioner
Bruce McEnaney – SWC Transportation Advisory Committee, Black River Produce

Matt Mann – Windham Regional Commission
Jason Rasmussen – Southern Windsor County Regional Planning Commission
Costa Pappis – VTrans
Sue Clark – VTrans
David Saladino – Senior Project Manager, Resource Systems Group, Inc.

VT Route 103 Corridor Management Plan (CMP)
Steering Committee Kick-Off Meeting
November 3, 2008

The VT Route 103 CMP kick-off meeting was held on the above date in the Rockingham Town Offices in Bellows Falls. The discussion included the following key points:

- We don't want VT 103 to become a Putney Road (in terms of commercial strip development and poor access management)
- Conflicts as a local road vs. major transportation route
- VT Country Store, country club, industrial park (Rockingham), North Springfield Industrial Park are all major traffic (and truck) generators
- VT Country Store:
    - about 1K visitors/day during peak season
    - considering dvlp a restaurant or bringing a bakery back to this location; also possibly orchard
    - high accident location
    - turning lane or signage improvements might help
    - own land on both sides of the street so ROW not an issue for turning lanes
    - inadequate advance signage
- Rockingham Meeting House – historic landmark in historic village; concern over potential development affecting the character around the historic site
- Sobelesky's Farm (Rockingham) – chance of development
- High speeds - is this a concern throughout the entire corridor or just in certain sections?
- Driver inattention
- During ski season – significantly more traffic, run stop sign at I-91 off-ramps
- Maple Street (Chester) intersection – tight turn is the major bottleneck
    - Ideal solution: buy property and widen intersection
    - ROW issues: 3 unit apartment currently occupied
- Poor sight distances to the left at SB I-91 off-ramp and turning off of VT 11 (Pleasant St) onto VT 103 due to bridge railing
- No cell phone service (for emergencies)
- Limited areas to pass
- State Police barracks are moving in 1-2 years / lack of police presence will encourage more speeding
- Chester narrow bridge (BR 8) is a problem, but is a scheduled project
- Chester – many driveways with the potential for many more
- Access management is needed in commercial district at south end of Chester Village
- Truck traffic is a concern for Chester residents living along the roadway (fearful of future truck traffic)
- Tourist-oriented businesses vs. local anti-truck sentiment
- Elm Street (Chester) is a bypass used by ski tourists

- Seasonal traffic control at intersection of VT 103/11 West helps with winter ski traffic congestion (Friday night, Sunday afternoon)
- Other local bypasses:
    - Lower Bartonsville Rd (Rock.)
    - Parker Hill Rd (Rock.)
    - Church Street (Chester)
- No shoulders for bicycles on VT 103 north of Chester Village
- Consult with the transit provider regarding establishing a public transit route within the corridor.
- Next mtg: Dec 1, 1 PM, Chester

VT Route 103 Corridor Management Plan (CMP)
Steering Committee Kick-Off Meeting
December 1, 2008

Location: Chester Town Offices
Date: December 1, 2008
Attendees: Julie Hance (Town of Chester), Dick Jewett (Town of Chester), Tom Bock (Town of Chester), Matt Mann (WRC), Jason Rasmussen (SWCRPC), Costa Pappis (VTrans), Clay Poitras (VTrans), David Saladino (RSG), Del Thompson (VTrans), Ellen Howard (Town of Rockingham), Ann DiBernardo (Town of Rockingham), Bill Ackerman (VT Country Store), and Fred Bullock(WRTransportationCommittee)

The discussion included the following key points:

- An amendment to the November 3rd meeting notes regarding VTrans' current access management process and how the zoning administrators for each town could receive a copy of each access permit issued. Del Thompson addressed this issue and will discuss this with his boss and see if this is possible.
- Hand-outs: Existing Conditions and Critical Issues
    - Slide 3 - Issues/Concerns – from a land use perspective, control strip development and develop an access management MOA. From a transportation standpoint, promote sound access management policies, slow down traffic, and look into transit needs.
    - Slide 4 – Rockingham Zoning – Regarding the commercial districts, there could be more accesses to VT103 at the Rockingham/Chester town line, around the interstate interchange, and possibly around the VT Country Store. The expectation is not to have a shopping mall developed, rather small commercial projects; including some expansion to the industrial park/truck facility. Currently there is one pending ACT 250 permit, the T/R gravel pit on Brockways Mills Rd. Other discussion included what the future use of the Police barracks might be.
        - Ellen Howard's comments via e-mail, after the meeting:
          The Commercial-Industrial zones nearer to I-91: With the exception of one gasoline station, these areas remain undeveloped. The only other use is a small food cart use. When further development occurs, there may be opportunity to have access points off town highways, rather than Rte. 103, for both C-I areas. The Town and Vtrans will need to work closely to see if this can be done as any developer will more likely want access off Rte. 103.
          The Commercial-Industrial zone near the Chester town line. There is some vacant land in this area also. Some of it is located between old Rte. 103 (now Upper Bartonsville Rd.) and current Rte. 103. Again, access could be off the Town highway. However, one of the property owners I spoke with several years ago said he would want access off Rte. 103 and that an old field access existed already.
          Other C-I land in this area is developed, but the uses, in general, do not generate significant traffic. Different uses may change this.

          Transport Park area Commercial-Industrial zone. The Planning Commission has, in the past, discussed expanding the C-I zone in this

area. It is not clear at this point whether that will be brought up again, soon. The Commission is aware that most of the Rockingham Industrial Park area on Rte. 5 is full - with only one vacant lot left. Any consideration of C-I zone expansion should be done only after access management issues are defined.

- Slide 5 – Chester Zoning – The Town Plan is currently being updated. The Chester Planning Commission is rethinking how growth should occur in Chester, and is considering expanding the R-C zoning district. They anticipate updating the Chester Zoning Bylaws after completing the Town Plan update this spring.

  The current Town Plan designates VT Route 103 south of the village for future commercial development. A proposal to expand the Commercial zoning district in that area was voted down recently. The Planning Commission currently does not want to see that change made.

  A recent proposal to expand the O'Neil quarry (next to the Green Mountain High School) was denied an Act 250 permit.

  VT Route 103 South may experience future commercial growth between VT Route 11 East and Putney Pasta (conversion of residential to commercial uses, expanded commercial uses, limited developing of vacant lands). The rest of the corridor in Chester is likely to experience residential growth. Future development along VT Route 103 North is constrained by the Williams River.

- Slides 7 and 8 – Corridor traffic volumes and speeds – Since 1994 there has been a steady increase in the traffic volumes, which is higher than the states' average for this section of road. Speeding is an issue in both towns. The 85th percentiles were roughly 10mph over the posted speed limits.
- Slides 9 and 10 – Vehicle Crashes – In Rockingham, the state crash data (2003-2007) showed a handful of crashes in front of the VT Country Store and a dozen around the interstate interchange. There is concern that the data shows crashes spread evenly over the entire corridor. Chester has a HCL at the intersections of VT103 and VT11 East as well as VT 103 and VT 11 West. Another intersection of concern, having 9 crashes, is VT103 and VT10. The freight train queuing traffic in Chester-Depot, on a daily basis, was discussed as well.
- Slide 12 – Vision for Corridor - From a land use perspective in Rockingham, small commercial and some residential development. In Chester, incorporating more roadside development and converting homes to commercial use. From a transportation perspective throughout the entire corridor, implementing good access management guidelines and beautifying the corridor with landscaping. Sidewalks that connect the village of Chester with the high school are desirable.

- **Next Meeting: February 2nd at the Rockingham Town Offices, Bellows Falls**

VT Route 103 Corridor Management Plan

Steering Committee

February 2nd, 2009, 1:00 – 3:00pm
Rockingham Town Office Meeting Room

AGENDA

I. Overview of Preliminary Corridor Land Use Build-out Assessment

II. Overview of Land Use & Access Management Regulations

III. Discuss Approach to Future Transportation & Land Use Scenarios

IV. Overview of Detailed Crash Data *[Time Permitting]*

V. Plan for Upcoming Public & Steering Committee Meetings

VI. Next Meeting *[March 2nd]*

Steering Committee Members

Town of Rockingham
Ellen Howard – Planning-Zoning Administrator
Ann DiBernardo – Selectboard member
Alan LaCombe – Planning Commission member
Bill Ackerman – VT Country Store Representative
David Boylan – Woodland Tool
Fred Bullock - WR Transportation Committee Chair, Regional Planning Commissioner

Town of Chester
Julie Hance – Zoning Administrator
Dick Jewett – Selectboard Chair
Tom Bock – Planning Commission Chair, Local Business Owner, Regional Planning Commissioner
Bruce McEnaney – SWC Transportation Advisory Committee, Black River Produce

Technical Staff
Matt Mann – Windham Regional Commission
Jason Rasmussen – Southern Windsor County Regional Planning Commission
Costa Pappis – VTrans
Sue Clark – VTrans
David Saladino – Senior Project Manager, Resource Systems Group, Inc.

VT Route 103 Corridor Management Plan (CMP)
Steering Committee Meeting
February 2, 2009

Location: Rockingham Town Offices
Date: February 2, 2009
Attendees: Julie Hance (Town of Chester), Dick Jewett (Town of Chester), Tom Bock (Town of Chester), Matt Mann (WRC), Jeff Nugent (WRC), Jason Rasmussen (SWCRPC), Costa Pappis (VTrans), Jennifer Royer (VTrans), David Saladino (RSG), Amanda Clancy (RSG), Sharon Murray (Front Porch), Ellen Howard (Town of Rockingham), Bill Ackerman (VT Country Store), Alan LaCombe (Town of Rockingham) and Fred Bullock(WR Transportation Committee)

The discussion included the following key points:

- Amanda Clancy summarized the more detailed crash data along the corridor
- Jeff Nugent discussed the build out analysis methodology and process
    - WRC conducted the build out analysis for Rockingham, SWCRPC for Chester
    - WRC and SWCRPC coordinated together and with RSG
    - Used the Community Build Out Tool developed by Addison County RPC
    - At the most basic level a build out calculates potential future growth based on available GIS data: existing parcels, existing buildings, existing zoning (district boundaries, minimum lot size, allowable uses).
    - The analysis can be refined based on natural resource constraints, minimum frontage requirements, existing water and sewer service areas, etc.
    - A basic build out analysis was conducted in order to give a rough estimate of the total future development potential along the corridor. In addition, the results will also help the steering committee to identify areas along the corridor where future growth is most likely and/or may result in traffic or access management concerns.
- Jason Rasmussen presented the basic build out results for Chester
    - Map 1 depicts existing conditions: parcels, zoning district boundaries & buildings
    - Map 2 shows the results of the basic build out – total potential new units shown in red
    - Map 3 shows natural resource constraints over the potential new units in order to bring some reality to where development is more feasible. The natural resource constraints include ponds, wetlands, floodplains/floodway areas, publicly owned lands, and slopes over 25% grade.
    - The following areas show significant potential growth but are limited by environmental or topographic constraints:
        - village – shows a lot of in-fill development, but unlikely in the intensity shown by the build out

        - VT 103 north – future growth is greatly limited by the Williams River, floodplains and steep slope areas
        - Gassetts is restricted by the Williams River, floodplain, railroad and limited area for new growth
- Jeff Nugent presented the basic build out results for Rockingham
    - <u>Existing Conditions</u>
        - existing structures
        - parcels
        - zoning districts

    Much of the least-developed areas of the corridor are Rural Residential 1 (one acre). These areas contain a good deal of vacant land.

    - <u>Builout Conditions</u>
        - existing structures
        - poentail new buildings (from buildout)
        - parcels

    Buildout analysis is based on acreage requirements only. With the exception of several small parcels (generally below 2 acres; below 4 acres near Old Rockingham Village), zoning lot minimums still permit additional development, on most parcels of many units. Commercial development could be seen on small and medium-sized residential parcels could be converted to commercial uses.

    - <u>Natural Constraints</u>
        - existing structures
        - poentail new buildings (from buildout)
        - parcels
        - public/conservation land
        - Floodplain, wetlands, slopes, greater than 25%

    Many parcels in the corridor do not have direct access to Route 103; for other parcels, access is limited due to severe constraints. Several additional maps were made to show new development access potential based on frontage, constraints, and build-out.
- Sharon Murray presented her analysis of town plans and land use regulations as detailed in her handout
- Small group discussions
    - Chester – the Chester representatives met separately and identified areas upon which to focus the build out next steps and visual analysis efforts
        - Focus Area 1 – "The Triangle" – traffic analysis of the intersection of Main Street/Maple Street, Main Street/Depot Street, Maple Street/Depot Street; identify improvements for intersection performance and truck turning movements, as well as access management options for Jiffy Mart.
        - Focus Area 2 – Chester village east – investigate build out potential, visual analysis of access management options for existing/future conditions

        - Focus Area 3 – R40 District along VT 103 South (high school to town line) – investigate increasing minimum lot sizes and/or frontage, reconsider allowed uses in this district, visual analysis of growth potential under existing conditions, possible zoning changes and/or access management option.
    - Rockingham – the Rockingham representatives met separately and identified areas upon which to focus the build out next steps and visual analysis efforts
        - Focus Area 1 – Meeting House & VT Country Store – potential for development at Country Store & Commerce Park; Preserve historic character around meeting house; potential for residential development on large parcels
        - Focus Area 2 – Upper Bartonsville – potential for residential & commercial development; examine list of permitted uses; potential overlay district for access onto Upper Bartonsville Road; historic village center; development potential at police barracks and town gravel pit.

- **Next Meeting: April 6th at the Chester Town Offices**

VT Route 103 Corridor Management Plan

Steering Committee

April 6th, 2009, 1:00 – 3:00pm
Chester Town Office Meeting Room

AGENDA

I. Comments on Existing Conditions Assessment

II. Discuss Approach to Future Transportation & Land Use Scenarios

III. Present Future Traffic Assessment and Focus Area Graphics

IV. Plan for Upcoming Public Meetings
   a. *Separate meetings in Chester & Rockingham*
   b. *Location & date(s)*
   c. *Potential to combine with DRB, Planning Commission, Selectboard*

Steering Committee Members

Town of Rockingham
Ellen Howard – Planning-Zoning Administrator
Ann DiBernardo – Selectboard member
Alan LaCombe – Planning Commission member
Bill Ackerman – VT Country Store Representative
David Boylan – Woodland Tool
Fred Bullock - WR Transportation Committee Chair, Regional Planning Commissioner

Town of Chester
Julie Hance – Zoning Administrator
Dick Jewett – Selectboard Chair
Tom Bock – Planning Commission Chair, Local Business Owner, Regional Planning Commissioner
Bruce McEnaney – SWC Transportation Advisory Committee, Black River Produce

Technical Staff
Matt Mann – Windham Regional Commission
Jason Rasmussen – Southern Windsor County Regional Planning Commission
Costa Pappis – VTrans
Sue Clark – VTrans
David Saladino – Senior Project Manager, Resource Systems Group, Inc.

VT Route 103 Corridor Management Plan (CMP)
Steering Committee Meeting
April 6, 2009

Location: Chester Town Offices
Date: April 6, 2009
Attendees: Julie Hance (Town of Chester), Dick Jewett (Town of Chester), Tom Bock (Town of Chester), Matt Mann (WRC), Jason Rasmussen (SWCRPC), Costa Pappis (VTrans), Susan Clark (VTrans), Del Thompson (VTrans), Joe Segale (RSG), Amanda Clancy (RSG), Ellen Howard (Town of Rockingham), Alan LaCombe (Town of Rockingham), Lynne Reed (Chester Economic Development Committee), William Lindsay (Chester Economic Development Committee), and Ann DiBernardo (Rockingham Selectboard)

The discussion included the following key points:

- Joe Segale introduced the group and summarized the current project timeline.
- Amanda Clancy discussed the future traffic volume assumptions, LOS and Queues, noting that traffic congestion and queues get significantly worse in 2030 at the three intersections of the Chester Triangle and the VT 103/VT 11East intersection
- Amanda Clancy discussed the first focus area: Chester Triangle. She highlighted difficult truck turning movements, failing LOS intersections, extensive queues, and access management opportunities. Various mitigation strategies that were analyzed were explained, and the partial one-way circulation pattern was presented. Signal Warrants were also discussed.
    - The group wanted to add a second alternative: purchasing the existing house on the Southeast corner of the VT 103/VT 11/Maple St Intersection to create a wider lane for truck turning movements. It was generally believed that this would be a less expensive alternative.
    - Some felt that the one-way solution just shifted the problem from the existing intersection to the VT 103/VT 11W/VT 35/Depot St Intersection.
    - The option of restricting Depot Street access to local traffic only, thereby directing all traffic through the VT 103/Maple St/VT 11 intersection and improving this intersection, was suggested.
    - Re-routing trucks to use the Elm St/VT 11East route was suggested, to eliminate truck traffic in the Chester triangle
    - Truck turning movements were a large concern, at all corners of the triangle. RSG will verify available turning radii for all corners.
    - Some acknowledged that taking the house had been the only solution on the table to date and felt that the one-way circulation pattern was a second viable solution
    - Existing Access Management at the Jiffy Mart was generally acknowledged as confusing and recommendations for fixing this problem were a highly desirable outcome
    - There was some general disapproval for signalization

- Amanda Clancy discussed the second focus area: Chester Village East. She highlighted the potential connector road from VT 11E to Maple Street, and access management opportunities created by this roadway. Also discussed were the signalization of the VT 103/VT 11E intersection, potential sidewalks, bridge projects, and other access management opportunities.
    - The group responded positively to the proposed new access road.
        - The group wanted to see more potential backstreet connections and linkages, including a pedestrian bridge linking the residential neighborhoods south of VT 103 to the High School
    - The group liked the sidewalk to the high school, but felt that since the two bridge designs had the sidewalk on the north side of the street, that either a sidewalk on the north side of the street or sidewalks on both sides of the street would be more useful.
        - The group considered pedestrian sidewalks through the residential neighborhoods to connect to the high school and potential pedestrian bridge
    - Note: City Slickers Restaurant is now called Nick's
- Joe Segale presented the third focus area: High School to Town Line. He reviewed the existing conditions and proposed buildout visualizations under current zoning regulations.
    - Ability for buildout is limited by the sewer line, which runs from the Chester Triangle down to Drew's Salad Dressing (926 Vermont Rt. 103 South, Chester VT)
    - Commercial development is allowed in the residential zoning section, and this is not shown in the buildout graphic.
        - Commercial development is starting to "creep" into this area
        - Some people think that commercial development is appropriate in this area, others do not.
        - The Planning Commission is considering changing their zoning regulations to prohibit commercial development in this area.
        - Graphics should be revised to include commercial development
- Joe Segale presented the fourth focus area: Upper Bartonsville. He reviewed the existing conditions and proposed buildout visualizations under current zoning regulations.
    - There are no water/sewer lines in this area, but lots of sand and gravel (good for septic disposal)
    - This is a commercial/industrial area; however there has been residential development in surrounding areas (such as the lot just over the covered bridge). There were 2-3 houses built and sold in this area in the last year alone.
    - There are many cut-thrus in this area to other towns that are used by knowledgeable seasonal travelers
- Joe Segale presented the fifth focus area: Country Store/Meeting House. He reviewed the existing conditions and proposed buildout visualizations under current zoning regulations.
    - The VT Country Store was not visualized and thus no discussion ensued

    - The largest recent development in Rockingham was 12-14 units. Comment from the group: "Nobody believes this kind of development is going to happen…" in the next 20 years. Most feel that development will be more sporadic and less planned.

Other unspecified comments:

- The real problem on VT 103 is the FHWA restrictions to truck traffic on the interstate, which forces large trucks onto the state and local roads. Traffic signals and circulation pattern changes will not fix the real problem.
- Other locales should be considered in the buildout analysis, i.e. what's going on in Springfield or New Hampshire, especially with regard to truck traffic.
    - Volume growth should consider what is going on at Okemo, Killington, and in other areas.
    - A biomass power plant is proposed in Springfield, which could increase logging trucks on VT 103
    - The corridor study should consider how to manage this increase
- A larger discussion of rail should be considered, including identification of potential transload facility locations, possible rail routes, potential vehicle delays due to increased rail traffic (especially at Chester Depot), and traffic reduction due to increased rail use.
    - Note that truck traffic could potentially increase if a transload facility were to be installed.

Final comments:

- Chester:
    - The buildout is not a bad thing to show at the public meetings
    - Acquisition and removal of the house at the Chester Triangle must be included as a potential option
    - The study should address the consequences of increased truck traffic on VT 103, including issues pertaining to noise, reverberations from trucks, road damage, etc.
- Rockingham:
    - The greatest issues are with the transport park and the VT Country Store
    - Interior roads are required and should be shown
- The most challenging part of the meeting likely will be keeping the public on-task (i.e. focused on VT 103, not other roads and/or issues)
- The public meetings should be made far enough in advance to publish press releases and put notifications on the town websites.

- **Action Items:**
    - Determine Date, Time, and Location for two Public Meetings.
    - Draft Vision & Goals statement – circulate via email
    - Ellen will email Existing Conditions comments to Dave

VT Route 103 Corridor Management Plan

Steering Committee

July 13th, 2009, 1:00 – 3:00pm

Rockingham Town Office – Women's Club Meeting Room *(downstairs)*

AGENDA

I. Summary of May 28th Public Meetings

II. Review and Discuss Preliminary Recommendations

III. Circulate Future Conditions Assessment

IV. Plan for Final Public Meeting
   a. *Location & date*

Steering Committee Members

Town of Rockingham
Ellen Howard – Planning-Zoning Administrator
Ann DiBernardo – Selectboard member
Alan LaCombe – Planning Commission member
Bill Ackerman – VT Country Store Representative
David Boylan – Woodland Tool
Fred Bullock - WR Transportation Committee Chair, Regional Planning Commissioner

Town of Chester
Julie Hance – Zoning Administrator
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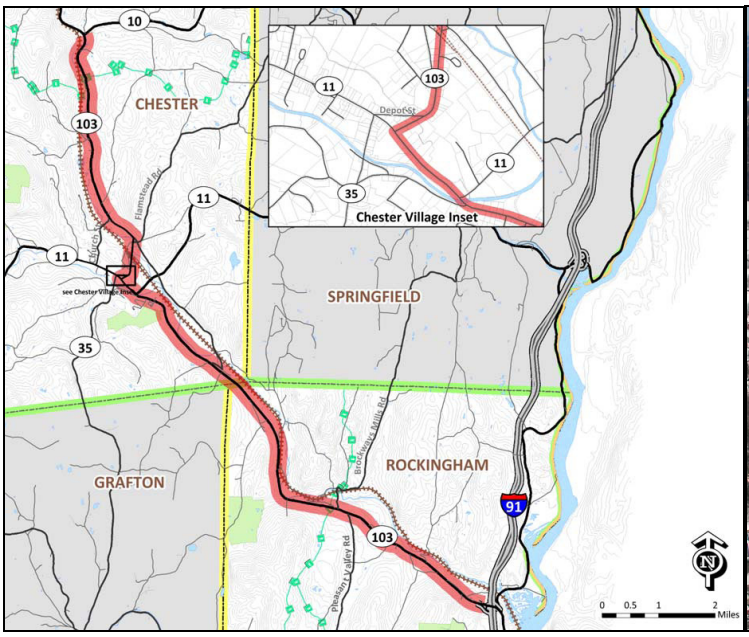
Costa Pappis – VTrans
Sue Clark – VTrans
David Saladino – Senior Project Manager, Resource Systems Group, Inc.

PUBLIC MEETINGS

VT 103 Corridor Management Plan

What: *The purpose of these public meetings is to gather input on ongoing issues and concerns with traffic on VT Route 103 and how it relates to life and business in Chester and Rockingham. Information from this meeting will assist in the development of a VT Route 103 Corridor Management Plan, as well as in the update of the Chester Town Plan. The Corridor Management Plan is a cooperative effort between the Towns of Chester and Rockingham, in partnership with the Southern Windsor County Regional Planning Commission (SWCRPC), Windham Regional Commission (WRC) and the Vermont Agency of Transportation. The public meetings are free and open to the public.*

When & Where: Thursday, May 28th
5:00 – 6:30 PM at the Rockingham Town Hall (Women's Club Room)
7:30 – 9:00 PM at the Chester-Andover Elementary School (Library)



For More Information Contact:

Jason Rasmussen – SWCRPC, jrasmussen@swcrpc.org, (802) 674-9201 x112
Matt Mann – WRC, mmann@sover.net, (802) 257-4547 x120

WINDHAM REGIONAL COMMISSION

VTrans Working to Get You There VERMONT AGENCY OF TRANSPORTATION

SWCRPC SOUTHERN WINDSOR COUNTY REGIONAL PLANNING COMMISSION

PRESS RELEASE

FOR IMMEDIATE RELEASE

Contacts:
Jason Rasmussen (for Chester)
Southern Windsor County Regional Planning Commission
Ascutney Professional Building, Route 5, Ascutney VT 05030
jrasmussen@swcrpc.org
(802) 674-9201 x112

Matt Mann (for Rockingham)
Windsor Regional Commission
139 Main Street, Suite 505, Brattleboro, Vermont 05301
mmann@sover.net
(802) 257-4547 x120

Public Meeting to Focus on VT 103 Corridor in Chester and Rockingham.

Chester and Rockingham, VT – Residents of the Towns of Chester and Rockingham and neighboring towns are invited to attend two upcoming public meetings (one in each town) to discuss issues and ideas for the VT 103 Corridor from the I-91 Ramps to the intersection with VT 10.

A study currently being conducted by Resource Systems Group for the Southern Windsor County Regional Planning Commission and the Windham Regional Commission is looking at how to plan for future growth and development along the corridor, and how this will affect traffic circulation, delay, and safety for all modes of transportation.

The purpose of these public meetings is to present the corridor vision and potential plans and to collect input from the public on these plans for the VT 103 Corridor.

Two public meetings will be held on Thursday, May 28, in order to focus on plans in both towns along the corridor. The Rockingham focus areas will be discussed at 5:00 PM in the Rockingham Town Hall Women's Club, and the Chester focus areas will be discussed at 7:30 PM in the Andover-Chester Elementary School Library.

The presentation portion of the meeting will include an overview of the project purpose and vision, along with an explanation of the proposed corridor plans. An open discussion session will follow the presentation for each town where interested parties can voice their thoughts about the various plans.

The meeting will include representatives from the Southern Windsor County Regional Planning Commission, the Windham Regional Planning Commission, the Towns of Chester and Rockingham, the Vermont Agency of Transportation, and the project consultant, Resource Systems Group.

# # #

VT 103 Corridor Management Study

May 28, 2009

– Rockingham

SIGN-IN SHEET

	Name	Address/Organization
1	MATT MANN	WRC – 139 Main St, Brattleboro
2	Susan Brace	42 Eldredge Rd (Lower Bartonsville) mail: Chester 05143
3	Andrew & Elizabeth Thompson	13 Windsor Road, Bellows Falls 05101
4	Costa Pappis	1 National Life Dr. Montpelier, 05633
5	Chris Garofalo	62 Black Mountain Rd, Brattleboro
6	Ellen Howard	TOWN OF ROCKINGHAM
7 & 8	Felicia & Donald Cuming	43 Parker Hill Rd, Rockingham
10	Ann DiBernardo	Selectboard Town of Rockingham
11	JENIS JEFFREY	FIRE CHIEF TOWN OF ROCKINGHAM
12	Alan LaGombe	Rockingham Planning Commission
13	Fred Bullock	" " "
14	John Leppman	• Rockingham Meeting House Association • Town of Rockingham CLG (Historic Preservation) Commission
	Mike Ghia	2 West St Saxtons River, VT
	Don Taylor	1734 Brookways Mills Rd Rockingham

VT 103 Corridor Management Study

May 28, 2009 – CHESTER

SIGN-IN SHEET

Name	Address/Organization
HARRY GOODELL	CHESTER · DRB & PC.
Sharon Brixby	Ludlow TAC + Regional TAC
Bill Ackerman	THE VERMONT COUNTRY STORE. ROCKINGHAM
Jeanette Height	"
Jerilyn Jacobs	529 Horseshoe Rd Chester 2220 VT RT 103 South Chester
Donna Allen	PO Box 282 Chester, VT 05143 billiam@vermontel.net

VT 103 Corridor Management Study

May 28, 2009

B

– CHESTER

SIGN-IN SHEET

Name	Address/Organization
John Yabemiak	Chester Planning Board
TOM HILDRETH	RESIDENT
KEN WALKER	Chester resident
Bill Dakin	Chester
Christopher Parker	Chester / Business owner
Patricia Budnick	Motel in the Meadow
Georgette Thomas	Hugging Bear Inn
Elizabeth Wilder	North St. Chester
ALAN WILDER	" "
Payne Junker	CHESTER
Elise Junker	CHESTER
Michele Wilcox	Chester
Claire Hosek	Chester
Paul Dexter	Chester - Henry Farm Inn
CHUCK WHEZON	CHESTER
Thomas Beck	Chester

VT 103 Corridor Management Plan

Public Meetings – Chester & Rockingham

May 28, 2009

Meeting Notes – Rockingham Meeting

- Future Development
  - Limit future development along the corridor (2 comments)
  - Do not want to see another Putney Road (i.e. strip development, big box stores) along the corridor
  - Concern over recent spread of commercial (unattractive) growth along VT 103 south of Chester Village
  - Concern that increasing minimum lot sizes would lead to more "sprawling" development on larger parcels and make homes less affordable. Would rather see clustering promoted.
  - The single greatest limitation on future development along the corridor may likely be existing requirements associated with on-site water and septic provision.
- Preserving Scenic & Aesthetic Attributes
  - How can development be regulated such that it enhances the scenic attributes of the corridor?
  - Would like to preserve the aesthetic attributes around the Meeting House District
    - Increase minimum lot sizes in and around the Meeting House District
    - Consider viewshed overlay zoning district to preserve views
    - Potential for properties in Meeting House District to transfer development rights to parcels outside the District
- Upper Bartonsville
  - Encourage development of traditional village center with a mix of uses
  - Current visualization shows more of a strip type development
- Transportation
  - Don't lose sight of potential for passenger rail along the corridor (Bellows Falls to Rutland service)
  - Would like to see bicycle lanes/wider shoulder on VT 103 north of Chester Village
  - Consider alternative bicycle route signing using Brockway Mills Road, Williams Road, Green Mountain Turnpike

Meeting Notes – Chester Meeting

- Traffic Signals
  - Like idea of traffic signal at VT 103/VT 11 (east) intersection (2 comments)
  - No traffic lights in Chester
- Truck Traffic
  - Concern over new development in North Springfield Industrial Park (Winstanley) adding truck trips through Chester Village (2 comments)
  - Legislation recently passed to allow trucks to travel on VT 10 between VT 103 and the North Springfield Industrial Park
  - Consider upgrading geometric conditions along VT 10 between VT 103 and VT 106 to "complete the loop"
- Chester "Triangle"
  - Like 1-way circulation pattern option (1)
  - Like alternative truck route option (1)
  - Like expanded curve radius for trucks at VT 103 corner option (1)
- General Traffic
  - Consider restricting left turns from VT 11 (east) onto VT 103 during peak times, due to limited sight distance
    - Sight distances to be improved with replacement of existing "Benny's Sunoco" bridge
  - VT 103 north of Chester Village – expand shoulders to accommodate bicyclists (ideally stripe as bike lane)
- Sidewalks
  - Like idea of extending sidewalk from Village out to Green Mountain High School

VT 103 Corridor Management Study

May 28, 2009

– Rockingham

SIGN-IN SHEET

	Name	Address/Organization
1	MATT MANN	WRC – 139 Main St, Brattleboro
2	Susan Brace	42 Eldredge Rd (Lower Bartonsville) mail: Chester 05143
3	Andrew & Elizabeth Thompson	13 Windsor Road, Bellows Falls 05101
4	Costa Pappis	1 National Life Dr. Montpelier, 05633
5	Chris Garofalo	62 Black Mountain Rd, Brattleboro
6	Ellen Howard	TOWN OF ROCKINGHAM
7 & 8	Felicia & Donald Cuming	43 Parker Hill Rd, Rockingham
10	Ann DiBernardo	Selectboard Town of Rockingham
11	JENIS JEFFREY	FIRE CHIEF TOWN OF ROCKINGHAM
12	Alan LaGombe	Rockingham Planning Commission
13	Fred Bullock	" " "
14	John Leppman	• Rockingham Meeting House Association • Town of Rockingham CLG (Historic Preservation) Commission
	Mike Ghia	2 West St Saxtons River, VT
	Don Taylor	1734 Brookways Mills Rd Rockingham

VT 103 Corridor Management Study

May 28, 2009 – CHESTER

SIGN-IN SHEET

Name	Address/Organization
HARRY GOODELL	CHESTER · DRB & PC.
Sharon Brixby	Ludlow TAC + Regional TAC
Bill Ackerman	THE VERMONT COUNTRY STORE. ROCKINGHAM
Jeanette Height	"
Jerilyn Jacobs	529 Horseshoe Rd Chester 2220 VT RT 103 South Chester
Donna Allen	PO Box 282 Chester, VT 05143 billiam@vermontel.net

VT 103 Corridor Management Study

May 28, 2009

B

– CHESTER

SIGN-IN SHEET

Name	Address/Organization
John Yabemiak	Chester Planning Board
TOM HILDRETH	RESIDENT
KEN WALKER	Chester resident
Bill Dakin	Chester
Christopher Parker	Chester / Business owner
Patricia Budnick	Motel in the Meadow
Georgette Thomas	Hugging Bear Inn
Elizabeth Wilder	North St. Chester
ALAN WILDER	" "
Payne Junker	CHESTER
Elise Junker	CHESTER
Michele Wilcox	Chester
Claire Hosek	Chester
Paul Dexter	Chester - Henry Farm Inn
CHUCK WHEZON	CHESTER
Thomas Beck	Chester

VT 103 Corridor Study
Public Comment Form

I use VT 103 for recreation as well as for personal and business travel. South of Chester VT 103 has wide shoulders and good sight distance. I use this section for bicycling as well as roller skiing. The wide shoulders make such recreation use safe, despite frequent truck traffic.

In contrast, VT 103 north of Chester has minimal shoulders. This makes recreation use such as bicycling dangerous and unattractive. Unfortunately, this closes off mobility options for bicycling towards Ludlow, which is of interest for recreation for residents and tourists.

Compounding my concern is increased truck traffic along VT 103 from the North Springfield industrial park. Directing traffic from the industrial park to I-91 via VT 10 and VT 103 through Chester could significantly increase truck traffic along this route.

I recommend improving VT 103 north of Chester by widening the shoulders, or by providing a separate bike travel lane.

Ken Walker, PO Box 1068, Chester 05143 kwalker@vmec.org

Please leave behind after meeting or send to:

David Saladino
Resource Systems Group
55 Railroad Row
White River Junction, VT 05001
dsaladino@rsginc.com
(f) 802-295-1006

VT 103 Corridor Study
Public Comment Form

I use VT 103 for recreation as well as for personal and business travel. South of Chester VT 103 has wide shoulders and good sight distance. I use this section for bicycling as well as roller skiing. The wide shoulders make such recreation use safe, despite frequent truck traffic.

In contrast, VT 103 north of Chester has minimal shoulders. This makes recreation use such as bicycling dangerous and unattractive. Unfortunately, this closes off mobility options for bicycling towards Ludlow, which is of interest for recreation for residents and tourists.

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I recommend improving VT 103 north of Chester by widening the shoulders, or by providing a separate bike travel lane.

Ken Walker, PO Box 1068, Chester 05143 kwalker@vmec.org

Please leave behind after meeting or send to:

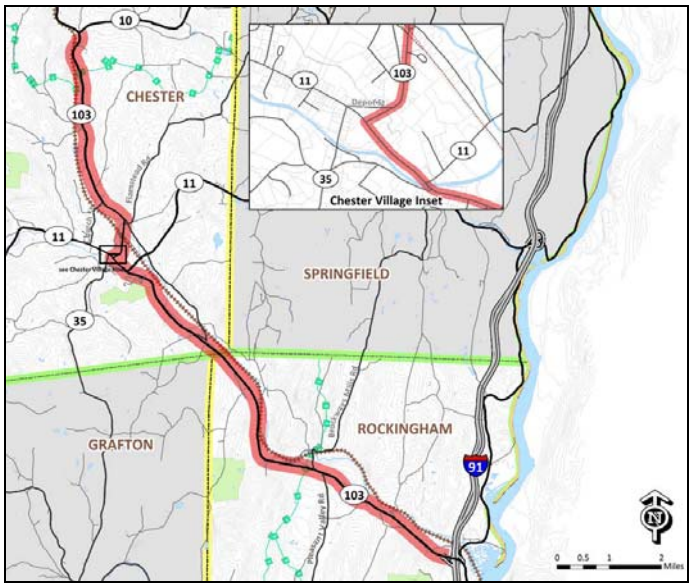
David Saladino
Resource Systems Group
55 Railroad Row
White River Junction, VT 05001
dsaladino@rsginc.com
(f) 802-295-1006

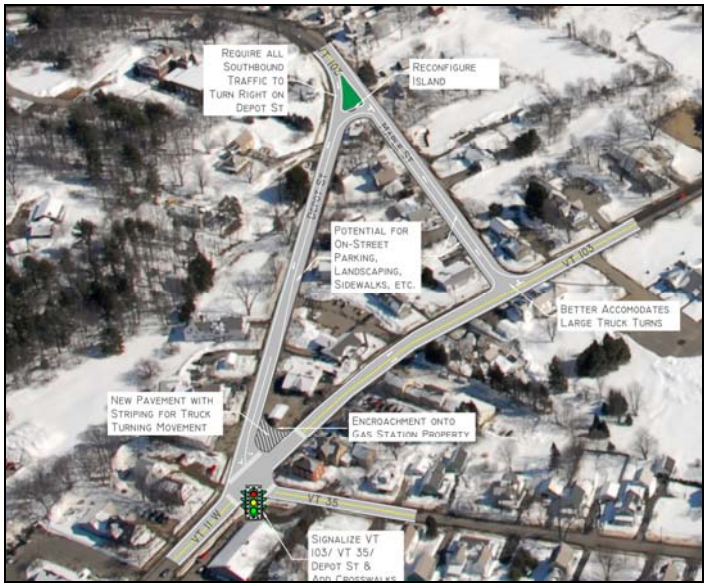
PUBLIC MEETING

VT 103 Corridor Management Plan

What: *The purpose of this final public meeting is to provide a summary of findings and proposed solutions to the identified issues and concerns with transportation and land use along VT 103 and how they relate to life and business in Chester and Rockingham. Information from this meeting will assist in the final stages of development of the VT Route 103 Corridor Management Plan.*

When & Where: *Tuesday, August 25th*
7:00 PM at the Connecticut River Transit offices
700 Rockingham Road (VT 103), south of Exit 6, across from Sonnax





For More Information Contact:

Jason Rasmussen – SWCRPC, jrasmussen@swcrpc.org, (802) 674-9201 x112
Matt Mann – WRC, mmann@sover.net, (802) 257-4547 x120

WINDHAM REGIONAL COMMISSION

VTrans Working to Get You There

SWCRPC SOUTHERN WINDSOR COUNTY REGIONAL PLANNING COMMISSION

PRESS RELEASE

FOR IMMEDIATE RELEASE

Contacts:
Jason Rasmussen (for Chester)
Southern Windsor County Regional Planning Commission
Ascutney Professional Building, Route 5, Ascutney VT 05030
jrasmussen@swcrpc.org
(802) 674-9201 x112

Matt Mann (for Rockingham)
Windsor Regional Commission
139 Main Street, Suite 505, Brattleboro, Vermont 05301
mmann@sover.net
(802) 257-4547 x120

Public Meeting to Focus on VT 103 Corridor in Chester and Rockingham.

Chester and Rockingham, VT – Residents of the Towns of Chester and Rockingham and neighboring towns are invited to attend an upcoming public meeting to discuss issues and solutions related to transportation and land use for the VT 103 Corridor from the I-91 Ramps to the intersection with VT 10.

A study currently being conducted by Resource Systems Group for the Southern Windsor County Regional Planning Commission and the Windham Regional Commission is looking at how to plan for future growth and development along the corridor, and how this will affect traffic circulation, delay, and safety for all modes of transportation. Public meetings were held in May to solicit input and gather information on traffic, congestion, and related issues along the VT 103 Corridor.

The purpose of this public meeting is to present the preliminary findings and recommendations from the study and to collect input from the public on these plans for the VT 103 Corridor.

The meeting will be held on August 25th at 7:00 PM at the Connecticut River Transit Headquarters. This building is located at 700 Rockingham Road (VT 103) just south of Exit 6, across the street from Sonnax.

The presentation portion of the meeting will include an overview of the project's progress to date, along with a review of the draft corridor recommendations. An open discussion session will follow the presentation where interested parties can voice their thoughts about the various plans.

A online survey is currently available for interested residents and business owners to weigh in on the current set of recommendations for the corridor. The survey is located at:
http://www.surveycafe.com/rt103study/

The meeting will include representatives from the Southern Windsor County Regional Planning Commission, the Windham Regional Planning Commission, the Towns of Chester and Rockingham, the Vermont Agency of Transportation, and the project consultant, Resource Systems Group.

# # #

VT 103 Corridor Management Study

August 25, 2009

SIGN-IN SHEET

Name	Address/Organization
Ann DiBernardo	Town of Rockingham Select Board
ALAN FOWLER	ROCKINGHAM PLANNING COMM. FACTTV
Pat Fowler	Village Square Bookseller Bellows Falls
Frank Bedard	374 North Street Chester
John Holme	P.O. Box 494 Chester, VT 05143
TOM HILDRETH	72 MOUNTAIN VIEW CHESTER, VT 05143
DAN FERGUSON	PO BOX 375 CHESTER, VT. CHESTER DRB
DEL THOMPSON	VAOT MONTPELIER
LEE H. POOLE	70 GOLDEN HILL RD 05101
Virginia G. Poole	70 Golden Hill Rd BF 05101
Dick Reynolds	418 First Ave, Chester
John McInerney	PO Box 1084 Chester VT 05143
RICK ROMMER	198 DODGE RD. CHESTER
Charlie Record	64 Maple St. Chester
Ellen Howard	Town of Rockingham
Matthew Trieber	82 Atkinson St, BF

VT 103 Corridor Management Study

August 25, 2009

SIGN-IN SHEET

Name	Address/Organization
FRANK SNARSKI	215 CAMBRIDGEPORT ROAD CHESTER, VT. 05143
Julie Hance	Town of Chester
Thomas Bock	Chair Chester PLANNING
Cynthia Martin	Springfield RPC
L Kathy Pellett	Chester/Baltimore/Andover Representative
TOM Kennedy	SWCRPC
LEW SORENSON	WRC TRANSPO COMM.
BILL LUNDY	266 MAIN ST. CHESTER CHESTER HOUSE INN

VT 103 Corridor Management Study

August 25, 2009

SIGN-IN SHEET

Name	Address/Organization
GARY KING	408 Depot St. Chester

APPENDIX B

Recommendations Adherence to Project Goals

Recommendation	Category	Town	Recommendation/Improvement	*Balance Mobility & Access*	*Manage Peak Period Congestion*	*Concentrate Development*	*Accommodate Trucks*	*Shift Freight to Rail*	*Connect Approval Processes*	*Address Safety Deficiencies*	*Improve Alternative Travel Modes*	*Enhance Natural, Historic, and Scenic Attributes*	*PROJECT GOALS: Meets the intent of the project's goals*
Chester Triangle - Short Term Improvement	Congestion/Access Management	Chester	CHESTER TRIANGLE - SHORT-TERM: Widen Turning Radius at VT 103/Maple St to Better Accommodate Truck Turns	3	1	0	3	0	0	3	1	1	1
Construct New Sidewalk From VT 11 to Green Mountain High School	Bicycle/Pedestrian	Chester	SIDEWALKS: New sidewalk from Pleasant Street to High School on both sides of VT 103	0	0	1	0	0	0	1	3	1	1
Improve Access Management Along the Corridor	Access Management	Both	ACCESS MANAGEMENT: Promote sound access management policies corridor-wide through appropriate revisions to local land use regulations	3	1	0	0	0	1	1	0	1	1
Encourage Extension of Village to Southern Commercial District	Land Use	Chester	LAND USE - CHESTER: Revisit zoning regulations for Commercial District south of the Village to ensure that regulations promote desirable types of uses, development densities, and site layout	1	0	3	1	0	0	1	1	3	1
Enhance Sidewalk Network in Chester Village	Bicycle/Pedestrian	Chester	SIDEWALKS: Repair/Replace/Install sidewalks in Chester Village to create continuity	0	0	3	0	0	0	1	3	1	1
Chester Triangle - Long Term Improvement	Congestion/Access Management	Chester	CHESTER TRIANGLE - LONG TERM: One-Way Circulation, Signal at VT 11 W/VT 35/Depot St, Sidewalks, Drainage and Landscaping;	3	3	0	3	0	0	3	1	1	2
Revise Land Use Regulations to Enhance Development Pattern	Land Use	Both	LAND USE: Revise land use regulations to improve appearance of commercial strip development (setbacks, specific landscaping guidelines, parking size & location)	0	0	1	0	0	1	0	0	3	1
Expand Public Transit Service on the Corridor	Transit	Both	TRANSIT: Support expansion of CRT bus line between Ludlow and Bellows Falls	3	3	0	0	0	0	0	3	0	1
Enforce Speeds on VT 103	Speeds	Both	SPEEDS: Enforce passenger vehicle and truck speeds at the posted speed limits throughout the corridor	0	1	0	0	0	0	3	0	0	0
Construct New Gateway to Chester Village	Safety	Chester	GATEWAY: Establish new Chester Village gateway near High School entrance to transition vehicles into village setting	0	0	0	0	0	0	3	0	3	1
Access Management Enhancements at Gas Station and Diner	Access Management	Chester	ACCESS MANAGEMENT: Reduce driveway widths and reconfigure parking at Sunoco Gas Station & Diner in Chester	3	1	0	0	0	0	3	0	3	1
Access Management Enhancements at City Slicker's Diner	Access Management	Chester	ACCESS MANAGEMENT: Reduce driveway widths and reconfigure parking at City Slicker's Diner in Chester	3	1	0	0	0	0	3	0	3	1
Identify Location for Park and Ride	Transportation Demand Management	Both	PARK & RIDE: Investigate potential for park & ride lot along the corridor in Rockingham	3	3	0	0	0	0	1	3	-1	1
Establish an Access Management Memorandum of Agreement	Access Management	Both	MEMORANDUM OF AGREEMENT: create access management Memorandum of Agreement for VT 103 corridor	3	1	0	0	0	3	1	0	1	1
Upgrade Rail for Freight & Passenger Service	Freight Movement	Both	UPGRADE RAIL: between Rutland and Bellows Falls to accommodate additional freight and passenger usage parallel to VT 103	0	3	1	1	3	0	1	3	0	1
Widen Shoulders on VT 103 North	Bicycle	Chester	WIDEN SHOULDERS: on VT 103 north of Chester Village from 1-3' to 6-8'. Work includes rehabilitation of subbase (as needed), necessary earthwork, grading, drainage, guardrail, and signage improvements.	3	1	0	1	0	0	3	3	0	1

Recommendation	Category	Town	Recommendation/Improvement	*Balance Mobility & Access*	*Manage Peak Period Congestion*	*Concentrate Development*	*Accommodate Trucks*	*Shift Freight to Rail*	*Connect Approval Processes*	*Address Safety Deficiencies*	*Improve Alternative Travel Modes*	*Enhance Natural, Historic, and Scenic Attributes*	*PROJECT GOALS: Meets the intent of the project's goals*
Revise Land Use Regulations in Rockingham Meetinghouse District	Land Use	Rockingham	MEETING HOUSE: Revise zoning to create a viewshed protection overlay zone for the Rockingham Meeting House area	0	0	0	0	0	0	0	0	3	0
Improve Access into VT Country Store	Safety	Rockingham	NEW TURN LANE: Investigate need for westbound left turn lane into VT Country Store following any future growth or expansion on site	3	3	0	0	0	0	1	-1	-1	1
Revise Land Use Regulations in Rockingham Meetinghouse District	Land Use	Rockingham	MEETING HOUSE: Investigate Transfer of Development Rights opportunities around the Rockingham Meeting House	0	0	3	0	0	0	0	0	3	1
Revise Land Use Regulations in Upper Bartonsville C/I(2) District	Land Use	Rockingham	LAND USE: Promote traditional mixed use village in Upper Bartonsville through revisions to Zoning	0	0	3	0	0	1	0	0	3	1
Sign Alternative Bicycle Route Parallel to VT 103	Bicycle	Rockingham	ALTERNATIVE BICYCLE ROUTE: consider signing alternate bicycle route via Brockway Mills Road, Williams Road, Lower Bartonsville Road, Green Mountain Turnpike	1	0	0	0	0	0	1	3	1	1
Access Management Improvements in Gassetts	Access Management	Chester	GASSETTS: Strictly apply VTrans access management guidelines to future growth adjacent to the intersection of VT 103 and VT 10 in Gassetts.	3	1	0	0	0	0	1	0	1	1
Encourage Combined Access in Residential 80 District	Access Management	Chester	RESIDENTIAL 80 NORTH: Due to steep slopes, ledge and limited sight distances, new accesses should generally be limited to internal access roads (over individual driveways) for subsequent growth in this area. Master plans may be required for developments proposed on large lots.	3	1	1	0	0	0	3	0	3	1
Enhance Cell Phone Coverage Along Corridor	Cellular Telephone	Both	CELL PHONE: Increase cellular telephone service along corridor; welcome new providers; encourage expansion.	0	1	0	0	0	0	1	0	-1	0
Construct New Footbridge Connector to High School	Bicycle/Pedestrian	Chester	FOOTBRIDGE: build footbridge from Marshall Road to High School	1	1	1	0	0	0	0	3	0	1
Construct New Footbridge Connector to High School	Bicycle/Pedestrian	Chester	FOOTBRIDGE: build footbridge from Marshall Road to Mountain View neighborhood to connect neighborhoods	1	1	1	0	0	0	0	3	0	1
Install New Signal at VT 103/VT 11 East Intersection	Congestion/Sight Distance	Chester	SIGNAL: Install traffic signal & crosswalks at VT 103/VT 11 East intersection	1	3	0	0	0	0	3	3	-1	1
Revise Land Use Regulations in Southern R40 District	Land Use	Chester	LAND USE - CHESTER: Revisit zoning regulations for Residential 40 district abutting Rockingham Town Line to ensure that regulations promote desirable residential densities in this area	0	0	3	0	0	0	0	0	3	1
Identify Location for Intermodal Transfer Facility	Freight Movement	Both	TRANSFER FACILITY: Identify location and feasibility of intermodal transfer facility on VT 103	1	0	0	3	3	0	0	1	-1	1
Construct New Access Road Parallel to VT 103	Connectivity	Chester	CONNECTOR ROAD: build parallel to VT 103 from VT 11E to Maple St (or back to VT 103) to serve as an alternate access to future development along VT 103	3	1	3	1	0	0	1	1	-1	1

APPENDIX C

Intergovernmental Corridor Management Agreement (Access Management MOU)

INTERGOVERNMENTAL
VT103 CORRIDOR MANAGEMENT AGREEMENT

BY AND BETWEEN THE
VERMONT AGENCY OF TRANSPORTATION, THE
WINDHAM REGIONAL COMMISSION, THE
SOUTHERN WINDSOR REGIONAL PLANNING COMMISSION,
AND THE TOWNS OF
ROCKINGHAM AND CHESTER, VERMONT

THIS AGREEMENT is entered into this ___ day of _____ 20__, by and between the State of Vermont, Agency of Transportation (hereafter referred to as the "Agency"), the Southern Windsor Regional Planning Commission and the Windham Regional Commission (hereinafter referred to as the "Regions") and the Towns of Rockingham and Chester, Vermont (hereafter referred to as the "Towns").

WHEREAS, VT 103 in the Towns of Rockingham and Chester, extending from the Rockingham Interchange (I-91, Exit 6) northwest to the intersection of VT 103 and VT 10 in Chester (hereafter referred to as "the Corridor") is a state highway that is part of the National Highway System (NHS); and

WHEREAS, the Corridor is designated as a principal arterial (Access Management Categories Three and Six) under the Agency's Access Management Program; and

WHEREAS, the Agency under 19 V.S.A. §1111 is responsible for regulating access to adjoining properties along the Corridor, and for state transportation planning, improvement programming; and project development; and

WHEREAS, the Regions under 24 V.S.A. Chapter 117 (Vermont Planning and Development Act) is responsible for regional land use and transportation planning, regional transportation improvement programming, and for providing technical assistance to the Towns; and

WHEREAS, the Towns under 24 V.S.A. Chapter 117 (Vermont Planning and Development Act) have adopted municipal plans, zoning and subdivision bylaws, and are responsible for regulating land subdivision and development along the Corridor; and

WHEREAS, the Agency, Regions and Towns are parties to Act 250 proceedings for the review of major development along the Corridor; and

WHEREAS, the parties agree that regulation of development and vehicular access along the Corridor, and identified infrastructure improvements, are necessary to promote and provide for the safe flow of traffic, to reduce the potential for traffic accidents, to preserve a reasonable level of service and to protect the highway infrastructure along the Corridor; and

WHEREAS, the parties desire to achieve comprehensive, coordinated and mutually acceptable management of the Corridor for the purposes of meeting current and future capacity demands and public safety criteria while also providing, to the extent feasible, reasonable access for locally planned and approved development;

NOW, THEREFORE, for and in consideration of the mutual promises herein contained, the parties hereto agree as follows:

1. The parties, within their respective jurisdiction, shall plan for and regulate development and access to the VT 103 Corridor in conformance with the 2009 *VT 103 Corridor Management Plan* that is attached hereto and incorporated as Exhibit(s) _____ (hereinafter referred to as the "Management Plan").

2. Actions taken by the parties with regard to land use and transportation planning, infrastructure improvements, and traffic operations and management within and along this Corridor shall be consistent with this Agreement and conform to the Management Plan.

3. Vehicular access to the Corridor shall be permitted only when such access is in compliance with this Agreement and conforms to the attached Management Plan.

    a. Private accesses which were in legal existence prior to the adoption of this Agreement may continue in existence until such time as development, redevelopment or a change of use is proposed through a local bylaw or Act 250 process which triggers review regarding conformance with this Agreement.

    b. When closure, modification, or relocation of a private access is required, appropriate processes of the Towns and State will be followed to provide alternative access, purchase of access rights or other solutions meeting the intent of the Management Plan.

    c. Parcels created after the effective date of this Agreement which adjoin the Corridor shall not be granted direct access to the Corridor, unless the access location, use and design are consistent with the Agency's Access Management Program Guidelines and conform to the Management Plan.

4. The Towns agree to adopt or incorporate by reference in their bylaws and ordinances Agency Access Management Program Guidelines as they apply to development along the Corridor and other state highways in the Town.

5. The Towns agree to refer all applications under municipal bylaws for land subdivision and development that has frontage on or requires access to the Corridor to the Agency and their respective Region for review and comment under the Management Plan and the Agency's Access Management Program Guidelines. No municipal permits or approvals shall be issued until written comments are received from the Agency and Region, or 30 days have elapsed from the date of referral, whichever is sooner. Agency and Region recommendations shall be considered in municipal findings and conditions of approval.

6. The Agency and Regions agree to review applications received from the Towns for proposed development along the Corridor, and to provide written comments within 30 days of receipt, as staffing allows.

7. The Agency agrees to require, prior to the issuance of a state highway access permit, documentation that a proposed development plan has received municipal approval, including a copy of the site development plan or subdivision plat as approved by the Town; and to notify the Town in writing if it will require any modifications of the plan as approved by the Town.

8. The Regions agree to provide technical assistance to their respective member Towns, upon request, to implement Management Plan recommendations, and to assess the potential impacts of proposed development along the Corridor on traffic and highway infrastructure.

9. The parties, though appointed representation, agree to jointly participate in corridor management planning and project development activities, coordinated through the Regions, in conformance with Management Plan recommendations.

10. The parties agree to coordinate their review of development along the Corridor that is subject to Act 250 review for conformance with the Management Plan, but retain separate party status in associated Act 250 proceedings.

11. This Agreement is based upon and is intended to be consistent with Vermont Access Management Program Guidelines, 19 V.S.A §1111 and 24 V.S.A. Chapter 117, all of which may be amended. Any access decision made along the Corridor must be consistent with any amendment to referenced statutes and programs.

12. This Agreement supersedes and controls all prior written and oral agreements and representations of the parties regarding the Corridor and is the complete integrated agreement of the parties regarding the subject matter of this Agreement.

13. This Agreement may not be amended except by written agreement of all parties.

14. By signing the Agreement, the parties acknowledge and represent to one another that all procedures necessary to validly contact and execute this Agreement have been performed and the persons signing for each of the parties have been duly authorized to do so.

IN WITNESS WHEREOF, the parties to this agreement have been executed the same this _____ date of _____ A.D. 20__, the STATE, by its Secretary of Transportation and Duly Authorized Agent, the REGIONS by their Authorized Agents, and the TOWNS by their authorized agents.

TOWN OF CHESTER:

BY: _____
(AUTHORIZED REPRESENTATIVE)

_____
(TITLE)

TOWN OF ROCKINGHAM

BY: _____
(AUTHORIZED REPRESENTATIVE)

_____
(TITLE)

SOUTHERN WINDSOR REGIONAL PLANNING COMMISSION:

BY: _____
(AUTHORIZED REPRESENTATIVE)

_____
(TITLE)

WINDHAM REGIONAL COMMISSION:

BY: _____
(AUTHORIZED REPRESENTATIVE)

_____
(TITLE)

STATE OF VERMONT
AGENCY OF TRANSPORTATION

BY: _____
SECRETARY OF TRANSPORTATION

IN WITNESS WHEREOF:

_____

_____

_____

_____

_____

_____

_____

_____

APPROVED AS TO FORM:

Dated: _____

_____
ASSISTANT ATTORNEY GENERAL

Town/City of _____Clerk's Office
Received _____ at _____ a.m./p.m.
and recorded in Book _____ on Page ____ of the Town land records.

Attest: _____
Assistant Town/City Clerk

APPENDIX D

Sample Corridor Management Overlay District Language

Draft Language: VT 103 Corridor Management Overlay District

This borrows heavily from VTran's Access Management Program Guidelines, state highway permit application requirements, and other references (noted below), and has been drafted as a separate article (or section), to be adapted for incorporation under updated zoning bylaws. Relevant language however, could instead be adapted for inclusion under appropriate sections of municipal zoning or subdivision regulations that address the review of access onto state (or town) highways. Many of the more technical standards included here could be adopted by reference, and/or regulated and applied under the town's highway ordinance for reference in its land use regulations. It's also important to note that, under 24 V.S.A. Chapter 117, an overlay district must conform the municipal plan - as such a proposed management overlay district should be specifically referenced in the adopted town plan.

ARTICLE [SECTION] __
VT 103 CORRIDOR MANAGEMENT OVERLAY DISTRICT

_- 1 OBJECTIVE

To manage the development of and access to properties along VT 103 in a manner that protects public safety, preserves public investment in transportation infrastructure and services, and maintains or enhances the functional capacity and integrity of the highway corridor in accordance with the VT 103 Corridor Management Plan. The VT 103 corridor in [Town] is part of the National Highway System, a state highway and a principal arterial which provides mobility between and access to businesses, residences and other land uses through the town, region, state and beyond. The management objectives and implementation strategies for this transportation network are described in the *VT 103 Corridor Management Plan* (2009) [*adopted as an addendum to the [Town] Town Plan on (date)*].

_-2 APPLICABILITY

The overlay district shall apply to the subdivision, re-subdivision, development or redevelopment of any parcel that has frontage on or requires access to VT 103 within the Town of [Town]. This district overlies other zoning districts. When the requirements of this district differ from those of an underlying zoning district, the more restrictive shall apply.

_-3 PERMITTED USES

As listed for the underlying zoning district.

_-4 AREA AND DIMENSIONAL STANDARDS

As listed for the underlying zoning district, except as specified below.

_- 5 APPLICATION REQUIREMENTS

_-5.1 Application Materials. In addition to other required application materials, applications for land subdivision or development in this district shall include a corridor location map, drawn to scale and to an identified reference point (e.g., a bridge, intersection, mile marker, etc.) that shows the locations of:

_-5.1.1. The VT 103 highway corridor, including all existing and proposed highway rights-of-way, centerlines, travel lanes, turning lanes, shoulders, and highway intersections, interchange ramps and driveway accesses within at least one-quarter mile, in both directions, of the lot(s) to be subdivided or developed.

_-5.1.2. The location of all other existing and planned pathways, utilities, drainage structures, transit stops and infrastructure improvements and associated easements along the corridor, including the location of any planned improvements identified in the VT 103 Corridor Management Plan, the adopted [*Town*] Town Plan and capital improvement program, or the state transportation improvement program.

_-5.1.3. Lot lines for all existing and proposed lots along the specified corridor segment.

_-5.1.4. Road frontage, front setback and access spacing distances along the specified corridor segment.

_-5.1.5. Existing and proposed speed limits, speed zones and traffic control devices.

_-5.1.6. Existing and proposed traffic generation and circulation, including a calculation of existing and proposed traffic generation using available data and current Institute of Transportation Engineers (ITE) standards.

_-5.1.7. Other information as requested to determine conformance with the requirements of this district.

_-5.2 **Referral Requirements.** Access to VT 103 is also subject to the approval of the Vermont Agency of Transportation and, for properties that also front on or access connecting town highways, the [*Town Highway Official*]. Applicants are encouraged to meet with state or local officials to address access management requirements in project design. As a condition of state or town highway access approval, compliance with these regulations also is required. Accordingly:

_-5.2.1. All applications for land subdivision and development within this district shall be referred by the Zoning Administrator, within 30 days of receipt, to the Vermont Agency of Transportation and/or Town [*highway official*] for review and comment. No municipal permits or approvals under these regulations shall be issued until written comments from state and town officials have been received or 30 days have elapsed from the date of referral, whichever is sooner.

_-5.2.2. All highway accesses and corridor improvements shall be designed to meet the requirements of this overlay district, and other applicable state and municipal access management requirements. Where the requirements of this district differ from other applicable requirements, the more restrictive shall apply.

_-5.2.3. A municipal or state highway access permit must be obtained prior to the issuance of a municipal [*zoning permit /certificate of occupancy*]. The Zoning Administrator may consult with town or state officials in determining whether a proposed access meets all applicable access requirements prior to the issuance of a permit.

_-5.2.4.In the event that municipal subdivision, site plan or conditional use review is required, a state or town highway access permit shall be obtained following the issuance of such approval(s) by the appropriate municipal panel, and shall comply with any conditions of approval.

_-6 CORRIDOR PRESERVATION REQUIREMENTS

The preservation and protection of the VT 103 Corridor, and planned corridor improvements as identified in the VT 103 Corridor Management Plan [*and adopted municipal capital or state transportation improvement programs*], are necessary to achieve coordinated land and transportation system development, to provide for future growth, and to ensure that VT 103 is adequate to meet future needs. Accordingly:

_- 6.1 **Conformance**. All development in this district shall conform to and incorporate, to the extent feasible, planned corridor improvements identified in the VT 103 Corridor Management Plan [*and adopted*

[Town] Town Plan]. Municipal approvals shall include related findings regarding project conformance with the management plan and potential impacts to planned corridor improvements, and, where alignments have been established, may require as a condition of approval that the project be modified as necessary to conform to the management plan or associated project engineering studies or designs.

_-6.2 **Dedications**.

_-6.2.1. Proposed projects adjacent to a segment of the VT 103 highway corridor for which right-of-way acquisitions are needed as identified in VT 103 Corridor Management Plan [*and the town's adopted capital improvement program or state transportation improvement program*] shall, as a condition of approval, dedicate land within the project site to accommodate planned corridor improvements. The land to be dedicated shall be only that shown by an engineering study or design to be necessary to accommodate planned improvements and shall not exceed the amount that is roughly proportionate to the transportation impacts to be generated by the proposed development. [*The value of this land shall be credited against any transportation impact fees.*] Such dedication shall occur by recordation on the face of the site development plan, subdivision plat, deed, grant of easement, or other method acceptable to the town.

_6.2.2. The Planning Commission [*Development Review Board*] may allow for the clustering of development and the transfer of density from that portion of the site to be dedicated for planned corridor improvements to another developable portion of the site, or allow an increase in the overall density of development in accordance with Section ___(Planned Development) for the voluntary dedication of land in excess of the minimum required under _-6.2.1 [*or to accommodate planned improvements not yet included in an adopted capital or transportation improvement program*].

***Note**: If the town adopts an official map, the dedication of such improvements also can be required or the approval may be denied, however the town (or state) must then take measures to purchase the land or interests in land (e.g., easements, rights-of-way, development rights) or reconsider the application without the dedication requirement.*

_-6.3 **Encroachments**. The VT 103 corridor through [Town] shall be protected from encroachments by structures, parking areas, and drainage facilities, except as otherwise allowed, in consultation with the Agency of Transportation, under these regulations. Accordingly:

_-6.3.1. The following types of construction and activity are not permitted within existing or planned state highway rights-of-way:

(A) Construction or installation of above ground structures including buildings, fences, and pipelines and excluding poles and repeaters.
(B) Construction or installation of underground structures, including storage tanks and pumping stations. Utility manholes, vaults, pull boxes, pits and appurtenances are permissible if flush with the finished grade and/or can support vehicular loads.
(C) Storage or parking of motor vehicles.
(D) Filling, grading or placing materials in such a way as to obstruct a stream or direct the flow of water onto the highway right-of-way.
(E) Erection of signs or other traffic control devices that do not conform to the MUTCD and any previously approved traffic control plans.
(D) Any utility facility within an area needed for probably highway expansion.
(E) Any other facility as may be prohibited by the Vermont Agency of Transportation.

_-6.3.2. For lots in this district, the Planning Commission or Zoning Board of Adjustment [*Development Review Board*] may require an increase in the minimum front setback distance from the highway right-of-way, as specified for the underlying zoning district, to accommodate planned corridor improvements identified in the VT 103 Corridor Management Plan. Where a proposed alignment has not yet been established, the applicant may propose an approximate alignment, acceptable to the town and state, as the basis for applying underlying district setback requirements. Once a final alignment is established through an engineering study or design, the approved setback may be reduced, subject to administrative review and approval, by no more than 10.0%.

_6.3.3. The Planning Commission [*Development Review Board*] may allow for [*require*] the clustering of development under Section ___ (Planned Development) to avoid encroachments into the corridor that would adversely affect planned corridor improvements.

_6.4 **Infrastructure Improvements.** . A proposed subdivision or development shall not result in an undue adverse impact on the functional capacity of VT 103, connecting roads and intersections in the vicinity, or to existing and planned corridor improvements. Accordingly:

_-6.4.1. A traffic impact assessment shall be required for major subdivisions, for development at intersections or segments of the corridor having a Level of Service D [*C*]or less as identified in the US 4 Corridor Management Plan, or for development that results in an increase of 75 or more peak hour trips. The study will provide sufficient information to assess potential impacts to the highway corridor (including intersections, connecting roads, bridges, and other transportation and pedestrian facilities in the vicinity of the project) and existing and planned levels of service, and to identify infrastructure and traffic control improvements needed to address identified impacts.

_-6.4.2. The Planning Commission or Board of Adjustment [*Development Review Board*] may require the phasing of development in relation to the available capacity of existing or planned corridor infrastructure that is scheduled for improvement under the town's adopted capital improvement program, or the state's transportation improvement program.

_-6.4.3. Corridor infrastructure improvements and traffic control devices specifically required to serve a proposed development shall be installed and paid for by the developer. The applicant also may be required to fund a proportional share of the cost of needed intersection or other corridor improvements identified in the VT 103 Corridor Management Plan affected by the development. In addition:

(A) Where road widening or reconstruction is required, roadway design specifications shall be no less than those necessary to meet either the minimum posted speed limit for, or constructed design speed of that section of highway, whichever is greater.

(B) Where necessary to remove, relocate or repair traffic control devices or public or private utilities for the construction of a permitted access, the relocation or removal shall be the responsibility of the applicant, without cost to the town or state.

(C) Installation of any traffic control device necessary for the safe and proper operation and control of the access shall be required pursuant to the U.S. Department of Transportation's *Manual on Uniform Traffic Control Devices* (as revised). Where the access may warrant signalization in the future, phasing of the installation (turn lane work and signal work) may be required.

_-6.4.4. The town, in consultation with the state, may require a three-year performance bond, or other form of security acceptable to the Select Board, in an amount sufficient to cover the full cost of required improvements, to ensure that such improvements are properly installed and adequately maintained for a

period of two years after installation. The terms of the bond, with the consent of the owner, may be extended for an additional three-year period. If any required improvements have not been installed or maintained as provided in the bond, the bond shall be forfeited to the municipality and, upon receipt of the proceeds, the municipality shall install or maintain covered improvements.

_-7 ACCESS MANAGEMENT REQUIREMENTS

_-7.1 Access Management Categories. For purposes of these regulations, within this overlay district, including intersecting state highways, the following access management categories are established as shown on the accompanying [*VT 103 Corridor Access Management Overlay District*] map:

Note: *This table should be modified as needed to include only mapped access management category corridor segments located in the town.*

Access Category	Corridor Segments	Function/Purpose	Access Control
2 - Limited Access Interchange Area	Rockingham Interchange [I-91, Exit #__]	Carry high volumes of interregional traffic at high speeds; direct access is subordinate to through traffic	No direct access allowed without access rights; access at public highway intersections
3 - Principal Arterial	VT103 Rockingham, Chester	Carry medium to high volumes of interregional traffic at moderate to high speeds.	Direct access may be restricted (e.g., number, spacing, location) or denied if other reasonable access is available
6 - Urban Arterial	VT 103 Chester [Class 1 Hwy]	Carry medium to high volumes of through and local traffic at low to moderate speeds, in an urban setting.	Direct access may be restricted (e.g., number, spacing, location)

_-7.2 Access Management Guidelines. Access to VT 103 and intersecting state highways within the corridor shall be designed and constructed in accordance with applicable Vermont Agency of Transportation *Access Management Program Guidelines* in effect at the time of application, incorporated herein by reference, in relation to the highway segment's assigned functional class, access management category, and projected traffic volumes and conditions; as well as other applicable requirements of these regulations Class I town highway segments, intersecting town highways, development roads and driveways shall be designed and constructed in accordance with the [Town] Highway Ordinance.

Note*: In adopting state and town highway standards by reference (in part for consistency), this assumes that the towns will actively refer to, use and apply state guidelines and town highway standards in their review of proposed development along the corridor.*

_-7.3 Nonconforming Access. Any access to VT 103 or a connecting road within the corridor which is legally in existence as of the effective date of these regulations [*date*] and does not conform to these standards shall be considered a "nonconforming access." A nonconforming access may continue to be used indefinitely, but shall be retrofitted or otherwise brought into conformance with all applicable requirements of these regulations when:

_-7.3.1. The lot is subdivided, re-subdivided, developed, or redeveloped,
_-7.3.2. A new or relocated access is requested,
_-7.3.3. There is a substantial enlargement, improvement, or change in the use of the property,
_-7.3.4. The principal use of the property is discontinued or abandoned for a consecutive period of more than 180 days,

_-7.3.5. Trip generation will increase by 25% or more and at least 100 trips per day [*75 peak hour trips*], as calculated from traffic data or the current Institute of Transportation Engineers (ITE) "Trip Generation Manual," or as VT 103 roadway, intersection and other corridor improvements allow.

_-7.4 **Nonconforming Lot**. Pursuant to the Act [§4412(3)], no development shall be permitted on a lot within the VT 103 Corridor Management Overlay District that does not have the minimum required lot frontage [width], unless access through a permanent easement or right-of-way has been approved by the [Planning Commission [*Development Review Board*] in accordance with Section ___ of these regulations. For purposes of these regulations:

_-7.4.1. No direct access shall be provided to any lot having less than 40 feet of frontage on a state or town highway.

_-7.4.2. Access approval under this section shall be limited to a pre-existing nonconforming lot which does not meet the minimum frontage [width] requirement for the zoning district(s) in which it is located. Lots created after the effective date of these regulations within the VT 103 Corridor Management Overlay District shall meet all applicable access and frontage requirements, unless modified or waived by the [*Planning Commission, Board of Adjustment, Development Review Board*] in consultation with the state, under Section ___ [*Waivers, Planned Unit Development*- as applicable].

_-7.4.3. The decision to approve an access to a nonconforming lot shall be based on written findings and determinations that:

(A) No other reasonable access to the lot is available.

(B) The lot cannot share an existing access to the state or town highway on the same lot or an adjoining lot for reasons of ownership, adequacy, safety, or physical site limitations that require a separate access.

(C) Any permanent easement or right-of-way providing access to the lot shall be at least 20 feet in width. Pursuant to Section ___ [note: section regarding statutory frontage/access requirements], the Planning Commission [*Development Review Board*] may require a wider easement or right-of-way width as necessary to accommodate a driveway that meets access and driveway width standards applicable to the proposed use. No subdivision or further development of the lot shall be allowed unless the access to existing and proposed lots is provided by means of a 50-foot road right-of-way.

(D) The access and driveway or road serving the lot shall meet all other applicable requirements of these regulations.

***Note**: The above section pertaining to nonconformities is intended to reflect existing bylaw requirements for related types of nonconformities, as allowed under Chapter 117, but these subsections could be deleted, if considered adequately covered under 7.5 below.*

_-7.5 **Access Management Standards**:

_-7.5.1. [*All lots legally in existence in separate ownership as of the effective date of these regulations are entitled to one driveway connection to public highways in the district, subject to these regulations, except for limited access sections of VT 103.*] Direct access to state highways in the corridor shall be allowed only if it is determined that the property or development in question has no other reasonable access to the highway network via an adjoining property, an internal development road or a secondary town highway.

Temporary access to a state highway may be permitted until such time that reasonable access to a side street or collector road, or through an adjoining property, becomes available.

_-7.5.2. No additional access rights shall accrue upon the subdivision or re-subdivision of existing parcels in this district, nor for the development or redevelopment of contiguous parcels under common ownership and control.

(A) Notwithstanding district lot frontage [*width*] requirements, the minimum frontage distance for lots created after the effective date of these regulations that front on state highways shall be no less than the minimum connection (access, intersection) spacing distance required for that section of highway under the Vermont Agency of Transportation's *Access Management Program Guidelines*.

_-7.5.3. Where direct access to a state highway is allowed, only one access shall be permitted to serve an individual lot or contiguous lots under common ownership or control unless it is determined, in consultation with the Vermont Agency of Transportation and Town [*highway official*], that:

(A) Because of physical site constraints, traffic circulation patterns, subdivision requirements, or to better accommodate emergency vehicles or transit, pedestrian or bicycle facilities, an additional access is necessary for the safe and efficient use of the property, and

(B) The additional access will meet access spacing requirements, and not be detrimental to the safety and operation of the state highway, and

(C) The additional access will not knowingly result in a hardship to an adjacent or facing property.

(D) The town, in consultation with the state, may further limit the use of secondary accesses, (e.g., to one-way traffic, emergency vehicle access, etc.) as specified in the conditions of approval.

_-7.5.4. For the subdivision, re-subdivision, development or redevelopment of lots within this district, one or more of the following may be required in consultation with the Vermont Agency of Transportation and, for intersecting town highways, the Town [*highway official*] as appropriate:

(A) The elimination, consolidation or relocation of existing, nonconforming accesses and driveways.

(B) The upgrade or redesign of an existing access or driveway as necessary to meet applicable design standards, or as identified in the *VT 103 Corridor Management Plan*.

(C) Shared access or cross connections with adjoining properties which are currently under common ownership or control, or which also are subject to a shared access requirement in accordance with Section _7.5.5 below.

_-7.5.5. Provision shall be made in subdivision and site design wherever feasible for shared (joint) access to state and town highways within the district, and for shared parking and cross connections between adjoining lots. Accordingly:

(A) Shared driveways or access roads and cross connections between adjoining lots shall be established wherever feasible along state and town highways.

(B) For through or corner lots fronting on both a state or town highway and a proposed development road, access and frontage shall be provided along the development road, and access rights along the public highway shall be dedicated to the town or state, and recorded with the deed.

(C) To the extent feasible, parking, loading and service areas shall be located to the side or rear of buildings to allow for cross connections and shared parking between adjoining lots.

(D) Access points to adjoining lots shall be coordinated with existing and planned development on the remainder of the lot and on adjoining lots.

(E) Requirements for shared access, parking and/or cross connections between lots shall be made either at the time of approval if similar provision has been made on adjoining lots, or contingent upon the future subdivision, development or redevelopment of an adjoining lot.

(F) Connections shall be provided through the dedication of easements or rights-of-way as identified on the site plan or subdivision plat and recorded in town land records.

_-7.5.6. In the interest of promoting unified access and circulation systems, access to multiple properties along the VT 103 corridor that are under common ownership or being consolidated for purposes of development, and are to include more than one lot, building or use, shall not be considered separate properties in relation to required access standards. Accordingly:

(A) The number of connections permitted to existing or subdivided lots shall be the minimum necessary to provide reasonable access to the site from the state highway, and not the maximum available based on total road frontage.

(B) Direct connections to state and town highways shall be limited to shared driveways or service roads. The right of direct access to a state or town highway for lots with frontage along the highway shall be dedicated to the town or state, and recorded with the deed(s).

(C) Access shall be provided to all lots, buildings and uses on the proposed development site, including frontage lots (out parcels) through an internal, shared site circulation system, which shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking areas and driving aisles.

(D) All necessary easements, agreements and stipulations for shared access, parking and cross connections shall be met.

_7.5.7. In order to protect the safety and operational efficiency of interstate interchange and state highway intersection areas, no new connection to either state highway shall be permitted within ¼ *[½]* mile of the interchange or intersection unless it conforms to an access management plan for the intersection, as approved by the town and the Vermont Agency of Transportation. The access management plan shall:

(A) Address access to multiple properties within the intersection area(s) [*under common ownership or control*].

(B) Address existing and anticipated deficiencies and recommended infrastructure improvements identified in the *VT 103 Corridor Management Plan* [*town plan, capital improvement program or state transportation improvement program*], and

(C) Identify existing and proposed connections and openings within ¼ [½] mile of the intersection area which meet minimum access and road intersection spacing requirements.

***Note**: The above section assumes that the state, region and/or town will develop one or more state highway intersection access management plans in association with affected landowners,; or that affected landowner(s) will be required to prepare an access management plan - which reasonably would include only their property(ies), and may otherwise be covered under _-7.5.6 above.*

_-7.6 Site Improvements. The following site improvements may be required as a condition of approval where applicable:

_-7.6.1. Clearly marked travel lanes, pedestrian crossings, and pedestrian paths connecting buildings and parking areas shall be incorporated into subdivision and site and design as necessary to ensure vehicular and pedestrian safety and convenience.

_-7.6.2. An access or connection that crosses or otherwise affects an existing or planned pedestrian, bicycle or handicapped facility shall incorporate necessary modifications to ensure safe crossing and use of those facilities.

_-7.6.3. Bicycle racks or lockers shall be required for all multi-family dwellings and nonresidential uses intended for general public access [that are located along existing or planned bicycle paths].

_-7.6.4. Transit facilities (e.g., turn outs, shelters) may be required for school bussing or for development on existing or proposed transit routes.

APPENDIX E

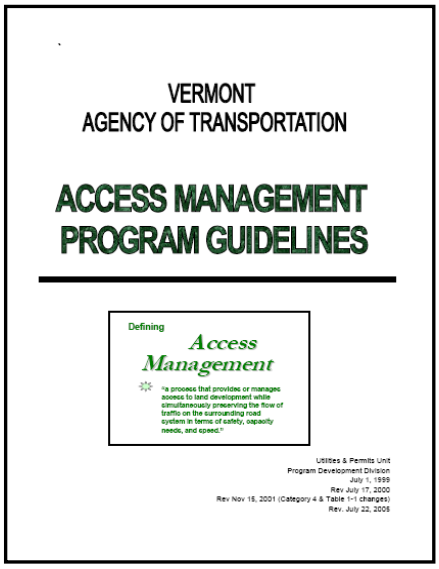
Land Use Recommendation #3 - Improve Access Management along the Corridor

Recommendation #3: Improve Access Management along the Corridor

Overview

The purpose of access management is to provide reasonable access to public highways from adjoining properties without sacrificing highway efficiency, safety or function. The benefits of access management include improved access to adjoining development, reduced accident rates, decreased congestion and travel times, and extended highway life. Better, and coordinated, access management is recommended in both local and regional plans. This involves:

- **Defining functional classifications** – Classifying roads, as part of the planning process, by their primary function (e.g., interstates, arterials, collectors, local roads) based on their function within the extended road network, their geometry, the amount and type of traffic they carry, and adjoining development patterns. To date this has been done for state highways, including VT103, but not for intersecting town highways.
- **Adopting access management standards** – Defining access management standards for each type, or category, of road for consideration under both development review proceedings (e.g., subdivision, site plan, or conditional use review) and municipal or state highway access review. Access management standards typically limit the number of allowed access points, and include requirements for access spacing and design, shared (joint) access and cross connections between parcels, development (service or frontage) roads to serve new subdivisions, and highway improvements (e.g., medians, turning lanes, signalization).


VERMONT
AGENCY OF TRANSPORTATION

ACCESS MANAGEMENT PROGRAM GUIDELINES

Defining
Access Management
"a process that provides or manages access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity needs, and speed."

Utilities & Permits Unit
Program Development Division
July 1, 1999
Rev July 17, 2000
Rev Nov 15, 2001 (Category 4 & Table 1-1 changes)
Rev. July 22, 2005

VT 103 has been classified by the state – as referenced in local and regional plans – as a "principal arterial" (Access Management Category 3) over most of its length. Principal arterials are intended to carry higher volumes of traffic, at medium to high speeds, between regions. The Class 1 portion of VT103 through Chester Village is classified as an "urban arterial" (Access Management Category 6) which is intended to carry higher volumes of through traffic at low to moderate speeds, and also serve local highway access needs. Recommended access management standards for each access management category are included in the VTrans' **"Access Management Program Guidelines"** (revised 2005), and are considered by VTrans when issuing state highway access permits.

Effective access management on state highways requires coordinated land use and highway corridor management – ideally the same access management considerations and standards should apply in both state (highway) and local (land use) permitting processes. Coordinated review of development along the highway corridor can avoid potentially conflicting municipal and state permit requirements, and thereby expedite the permitting process to the benefit of everyone involved.

Recommendations

In order to better coordinate and expedite the state and municipal review of development along the VT 103 corridor, Chester and Rockingham at minimum should consider the following:

- Enter into a memorandum of agreement with the state that establishes the underlying administrative framework for coordinated corridor management (see Recommendation # 21).

- Update permit application requirements for site plan, conditional use and subdivision review – in the bylaws or in related application materials – to obtain more detailed information about existing and proposed access points, internal subdivision or site layout (including development roads, cross connections between parcels), trip generation rates (type, level) and where appropriate, traffic impact studies, to be paid for by the applicant.
- Update hearing notice requirements under zoning for variance (or waiver) requests to include notification of VTrans – as now required for variances from setback requirements along state highways (24 V.S.A. §4464).
- Include under local zoning and subdivision regulations provisions to refer applications for development[1] along VT 103 (and possibly other state highways) to VTrans – and potentially the regional commission – for review and comment prior to the issuance of municipal land use permits and approvals. For example, local regulations could specify that the zoning administrator refer all applications for development that fronts on or accesses a state highway or is located within 500 feet of an interchange ramp to VTrans for review, and that no local permit or approval may be issued until comments are received from the state, or 30 days have elapsed from the date of referral.[2] State access management recommendations can then be included as appropriate in site plan or subdivision design, and associated conditions of municipal approval.
- Update local development regulations and highway ordinances to reference or incorporate applicable state access management standards, as currently recommended in town and regional plans, to ensure that local, regional and state access management policies and standards for development on state highways are compatible. At minimum these should incorporate or reference *Vermont Agency of Transportation Access Management Program Guidelines* (rev. 2005) as used by the state in issuing state highway access permits and also, where relevant:
    - Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roads and Streets (1997), and
    - State design and construction standards – e.g., Standard A-76 (Town and Development Roads), Standard B-71 (Residential and Commercial Drives), etc. – to include standards that supplement, or may be more restrictive, than current town highway standards – particularly for town and development roads that intersect state highways.
- Limit direct access to VT 103 (and other state highways) in accordance with applicable VTrans' *Access Management Program Guidelines*.
- Consider the adoption under local zoning bylaws of a "VT 103 Corridor Management Overlay District" that applies application referral and state access management requirements to parcels that front or directly access VT 103.
- Re-evaluate "procedural waiver" provisions under current subdivision regulations (Chester – Section Section 3.3, Rockingham– Section 220.3) that allow waivers for the subdivision of up to five lots, each with individual access onto a public highway – for example, by instead allowing such waivers only for minor subdivisions of two or three lots that are served by a shared access or driveway.
- Clarify, under subdivision regulations, that further subdivisions of land along the highway corridor do not guarantee additional access rights to subdivided parcels – that, wherever

[1] Land development," as defined for this purpose under the Vermont Planning and Development Act (24 V.S.A. §4303) and municipal land use regulations, also includes the subdivision of land into two or more parcels and changes in use.

[2] The Vermont Planning and Development Act included a similar application referral requirement for any proposed development located within 500 feet of an interstate ramp, but this requirement was repealed in a 2004 update of the statutes and no longer applies.

feasible, shared access will be required for subdivided lots and lots in common ownership or control.

Towns have the option to limit associated access management requirements to the VT 103 corridor (and potentially other state highways) – for example through the adoption of a "VT 103 Access management Overlay District" as noted above. Access management, however, can also be applied more broadly to town highways under local bylaws and ordinances – as recommended in both the Chester and Rockingham town plans. Local access management standards – including driveway and road standards – should be consistent with adopted town highway road policies and ordinances. Local access management could include:

- Application referral requirements that require the zoning administer to refer applications for development, including proposed subdivisions, to local highway officials (public works director, town manager) charged with approving access (curb cuts) onto town highways. According to staff, this is already done, though local referrals are not necessarily specified in the regulations, and access permits are sometimes issued prior to municipal land use permits. Under state law (19 VSA §1111) state and local access permits generally are required to be consistent with municipal plans, land use regulations and approvals.
- Basic access management provisions under the general regulations of the zoning bylaws, which apply to all development, in addition to the statutory access and frontage requirements already referenced under the regulations.
- Specific access management requirements under site plan review – e.g., under related traffic and pedestrian circulation requirements – that limit the number of access points, and require shared parking areas, driveways and cross connections between adjoining lots, as they come in for review.
- Traffic impact study requirements, under conditional use and subdivision review, to evaluate traffic and highway infrastructure impacts associated with commercial development and major subdivisions – for example based on existing and proposed trip generation rates (e.g., for uses expected to generate 75 or more peak trips per day), or reduced levels of service at intersections (below an LOS C or D), based on existing levels identified in the corridor management plan.

APPENDIX F

Land Use Recommendation #4 – Encourage Extension of Chester Village to Southern Commercial District

Recommendation #4: Encourage Extension of Chester Village to Southern Commercial District

Overview

A primary goal of the Chester Town Plan is to "preserve the historical development pattern of mixed-use village areas surrounded by open land, agriculture, forestry and low-density residential use" (p.12). In order to achieve this, plan policies specify that higher density residential, commercial and industrial development should be located in the village areas of town, within walking distance of most residents of the village, and that excess commercial strip development along VT 103 should be avoided. The plan also distinguishes between "mixed use village areas" within its historic village centers, "village residential" areas served by municipal infrastructure; and "highway frontage special use" areas (including VT 103 east of the village) for highway-oriented commercial uses that do not fit within a village setting.

Chester Village zoning districts along the VT 103 corridor generally correspond to land use areas described in the current plan, and include the "Commercial-Residential (C-R) District" corresponding to the historic commercial center; the surrounding "Residential-20" (R-20) District" – a moderate density residential district that also allows for some commercial development; and the "Commercial (C) District" which includes the VT 105 corridor southeast of the village proper. At present the Commercial District allows for limited residential and auto-oriented commercial and industrial development. A comparison of selected requirements and uses currently specified for each district is presented in Table 1.

Table 1: Village Zoning District Comparison

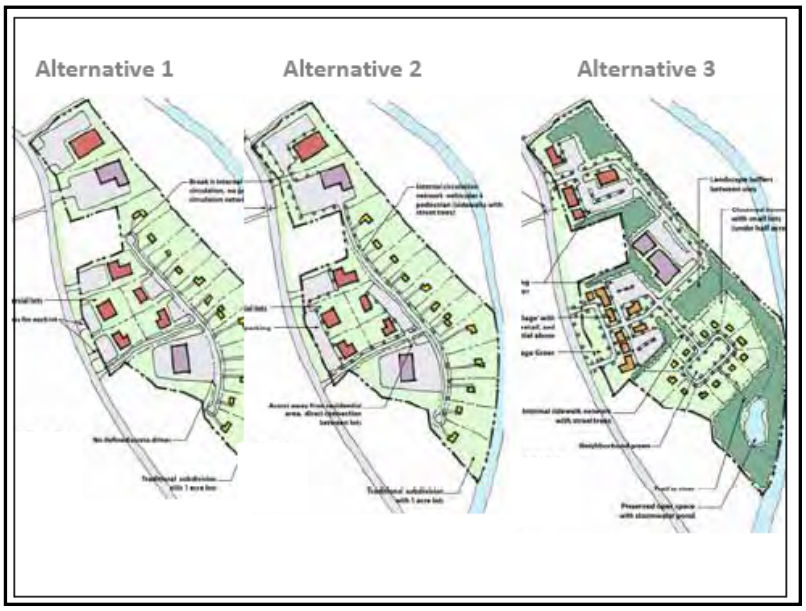
	Residential-Commercial	**Residential-20**	**Commercial**
Dimensions *(for lots served by municipal sewer)*			
Minimum Lot Size	20,000 sf	20,000 sf	40,000 sf
Minimum Density	5,000 sf/dwelling unit	5,000 sf/dwelling unit	10,000 sf/dwelling unit
Minimum Lot Frontage	120 ft	100 ft	120 ft
Minimum Front Setback	40 ft	30 ft	40 ft
Maximum Coverage	35%	35%	35%
Uses (Examples) (*P-permitted use, C-conditional use, X-not allowed in district)*			
Dwelling, One Family	P	P	P
Dwelling, Two Family	P	P	C
Dwelling, Multi-family	C	C	C
Building Trades	C	C	C
Business Office	C	X	C
Commercial Drive-in	X	X	C
Community Care Home	X	C	X
Community Center	C	C	C

Financial Institution	C	X	C
Gas Station	X	X	C
Industry, Manufacturing	X	X	C
Light Industry	C	X	X
Membership Club	C	C	C
Motel, Hotel	C	X	C
Motor Vehicle Sales	X	X	C
Performing Arts	C	C	X
Personal Service	C	C	C
Religious Institution	C	C	X
Restaurant	C	C	C
Retail Store	C	C	C
School	C	C	X
Storage (enclosed)	X	X	C

The Commercial District includes the Green Mountain High School (apparently a nonconforming use in this district), and limited commercial development along the west side of VT 103 south of the village.

Following initial build-out analyses under current regulations, the Commercial District was identified as a focus area for further consideration – in part because of its proximity to neighboring village and residential neighborhoods, and also because much of the land in this district, including land fronting VT 103 to the east, remains undeveloped.

Three possible development scenarios were presented for that portion of the district east of VT 103: development reflecting existing conditions and requirements (Alternative #1 – Status Quo), development under tightened access management requirements (Alternative #2 – Access Management) and a pattern of higher density, pedestrian-oriented mixed use development (Alternative #3–Village East). Of the three, the "Village East" was by far the preferred alternative.



Contrasting Development Patterns	
Auto-Oriented "Strip" Development	**Pedestrian-Oriented "Village" Development**
Single use, single-story structures	Multiple use, multi-story structures
Extended lot frontage along road	Narrow lot frontage
Multiple vehicle access points to street	Common (shared) vehicle access points
Expansive parking in front of buildings	Shared parking to rear or side of buildings
Buildings, entrances facing parking areas	Buildings, entrances facing street – define streetscape
No connections to adjoining lots	Cross connections between adjoining lots
No sidewalks, pedestrian crossings	Interconnected sidewalks, pedestrian crossings
Parking lot lighting (20+ ft)	Pedestrian scale street lighting (12-15 ft)
Large freestanding signs	Small freestanding, wall mounted and projecting signs

Recommendations

The "Village East" alternative extends the historic pattern of higher density, mixed use village development to currently undeveloped land within walking distance of existing neighborhoods and businesses. As envisioned, this area could include a mix of single and multi-family dwellings, civic and mixed use buildings (e.g., residential apartments over commercial storefronts), and new public greens – all interconnected via pedestrian paths or sidewalks. The desired alternative requires a shift from vehicle-oriented development currently allowed within the Commercial District, to a more pedestrian-friendly form of mixed use development. As such it is recommended that the Town of Chester consider the following in association with future plan and bylaw updates:

- Undertake a design charrette process, with the participation of planners, design professionals, municipal officials, and affected property owners, to identify and plan for desired patterns and densities of development in this area to establish the basis for proposed zoning changes.
- Rezone the Commercial District in the vicinity of the high school and existing neighborhoods as an expanded "Village East" district, with standards and uses that, at minimum, are consistent with the Commercial-Residential and Residential-20 Districts.
- Allow commercial uses in this area that fit within a pedestrian context – e.g., smaller retail shops, offices, restaurants, personal services, banks, bed and breakfasts and inns (vs. larger motels). Several uses currently allowed within the Commercial District – e.g., drive-throughs, gas stations, light industry – also could be accommodated in a new village district with suitable site layout and design.
- Allow mixed use buildings – buildings that house more than one principal use as allowed within the district – as conditional uses (rather than PUDs) in all three districts. Also consider vertical zoning for multi-story mixed use structures – e.g., limiting lower stories to commercial or office space, and upper stories to offices or residential uses.
- Establish minimum building height requirements (e.g., 1½ stories) for nonresidential development in the district to promote multi-story development within existing district height limits.
- Reduce minimum lot size, frontage and setback requirements, and increase residential density and lot coverage requirements in all three village districts in areas served by municipal

infrastructure, to promote more traditional patterns and densities of development, including infill development where appropriate. Reduced lot and frontage requirements also promote "walkability" by allowing uses to be located closer together. A *minimum* density of four one-family dwellings per acre is suggested (lot size of 8,000 to 10,000 square feet) for residential neighborhoods served by municipal infrastructure – e.g., as required to qualify for Vermont Neighborhoods Program designation.[1] District dimensional and density requirements at minimum should reflect historic patterns of development in the village, as measured on the ground.

- Limit direct vehicular access onto VT 103 by requiring shared access, parking, and cross-connections between adjoining parcels (see Recommendation #20). Also require that planned recreation paths, and pedestrian walkways (sidewalks, paths), connections and crossings at major intersections be incorporated in subdivision and site design.
- Support public transit service through higher density, clustered, transit-oriented development in this area – require that shared transit facilities (shelters) be incorporated in subdivision and site design, for construction as service become available.
- Establish basic site layout and design standards for new commercial development – in addition to the special conditional use criteria for these districts under Section 9.4.4 of the zoning regulations – to ensure that new commercial development fits within a village context (see Recommendation #24). Consider a more comprehensive design review district, including associated design standards, as appropriate.
- Delineate village "gateway" areas in the municipal plan (e.g., that correspond to Class 1 highway breaks), and under related provisions in the zoning bylaw, to physically and visually define village entrances and to clearly differentiate higher density village areas from surrounding rural areas. Danville, for example, incorporated gateway planning in the proposed upgrade of Route 2 through its village center.

[1] The benefits of state neighborhood designation (under 24 V.S.A. § 2793d) include some financial benefits and Act 250 exemptions and waivers – particularly for neighborhoods that incorporate mixed income housing.

APPENDIX G

Land Use Recommendation #7 - Revise Land Use Regulations to Enhance Development Patterns

Recommendation #7: Revise Land Use Regulations to Enhance Development Patterns

Overview

Commercial development is now allowed along the entire length of the VT 103 corridor, in all but one zoning district, creating the potential for commercial strip development that is discouraged in both regional and municipal plans, and under related state planning goals. The visual and functional impacts of commercial (nonresidential) development, however, can be mitigated to a certain extent through a combination of good access management, as discussed above, and good design.

There are a number of ways under local regulations to encourage or require site layouts and building designs that complement their context and setting. These range from basic dimensional and design standards for particular zoning districts or types of commercial uses; to expanded site plan, conditional use, subdivision and planned unit development standards that apply to all development subject to review, to comprehensive, separately adopted design review districts in which all development within the district must undergo a separate design review process and meet district design criteria.

Bylaws for both communities along the VT 103 corridor currently include some design considerations. Rockingham, for example, regulates the design of new development in its designated historic districts (e.g., the Rockingham Meeting House Historic District), includes requirements specific to retail stores and gas stations, and also generally regulates landscaping, screening, exterior lighting, and signs. Chester's zoning bylaw includes specific design considerations (Special Criteria) that apply to all conditional (commercial) uses in its R-C, C and R-20 districts, and also regulates signs. Both bylaws reference statutory site plan and conditional use criteria (e.g., parking, circulation, landscaping, screening, character of the area, etc.) but, apart from generally listed considerations, do not include specific design standards for commercial uses.

In order to craft context –sensitive design standards the development context needs to be clearly defined – design standards for commercial development in village or historic districts may differ markedly from standards for industrial parks, interchange areas, and other general commercial districts. State law now requires that for zoning purposes the "character of the area" at minimum must be defined and interpreted by the stated purpose(s) of each zoning district and associated municipal plan policies. The development context for more formal design review districts (under 24 V.S.A. §4414(1)(E), – and associated design guidelines or standards – must be described in a separate design report prepared by the planning commission that supports the both the adoption and subsequent administration of district design standards.

Recommendations

Given the variety of options available to regulate the appearance of commercial (or nonresidential) development, the following are recommended for further consideration by the Towns of Chester and Rockingham:

- Clearly define the purpose of each zoning district along the VT 103 corridor in municipal plans and bylaws as needed to establish the design context or "character of the area" for reference in site plan, conditional use and subdivision review. This should include a description in the bylaws of the types, densities and pattern of development planned for each district (which may differ from existing patterns of development).
- Re-evaluate basic design considerations inherent in lot size, setback, density and coverage requirements in all districts to reflect traditional or desired patterns of development. Consider

maximum (or average) front setback and minimum height requirements for commercial development in village districts.

- Consider supplemental, context-sensitive district design standards that apply to commercial development within a particular zoning district; and/or use-specific standards that apply to specific types of commercial development (e.g., gas stations, franchise retail, etc.).
- Consider, where appropriate, the creation of one or more design review overlay districts – e.g., within expanded (new) village mixed use districts, commercial or industrial park districts, or interchange areas. A "VT 103 Corridor Management Overlay District" could, in addition to recommended access management standards, also include comprehensive design standards for nonresidential development along the corridor – but this would preclude underlying district design considerations, including more context-sensitive design.
- Expand subdivision planning standards to include specific design standards inherent in subdivision layout and design – which may also vary by zoning district – e.g., to include additional standards for:
    - Natural, scenic and common open space areas – e.g., for resource protection, parks, community gardens, greens, plazas, courtyards, etc.,
    - Block, lot, and street layouts, including in village areas maximum block lengths and mid-block pedestrian connections,
    - Internal and external vehicle, pedestrian and transit connections, and
    - Development roads – including streetscapes – in relation to development context and highway function.
- Expand site plan and/or conditional use criteria that apply to commercial uses to address:
    - Site layout – e.g., to locate principal buildings and public transit areas be located at the front of the lot, that parking areas be located to the rear of the lot (or to the side behind the building line), that loading, utility and storage areas be located to the rear of the lot, and that drive-throughs and pumping stations be located to the side or rear of the lot.
    - Building orientation – e.g., to orient buildings to the street along established building lines, with facades and entrances facing the street rather than adjoining parking areas.
    - Building design – e.g., to address the scale and massing of commercial buildings and limit or prohibit "franchise architecture."
    - Pedestrian circulation – to include pedestrian connections to adjoining properties and to all buildings and parking areas.
    - Shared access and parking – including parking lot design and lighting requirements,
    - Landscaping and screening requirements for public or main entrances, building facades, parking areas, utility and storage areas, and walkways.
    - Gateway or transition areas – e.g., at village entrances, or between commercial areas and residential neighborhoods.
    - Exterior lighting requirements for entrances, building facades, parking areas and walkways.
- Expand planned unit development standards to include related design criteria for commercial and industrial planned unit developments (e.g., commercial or business parks), e.g., that require
    - Master plans for coordinated park development,
    - Clustering buildings within designated development envelopes that are sited to avoid protected open spaces or scenic views,

- A campus or institutional pattern of development with a common entrance, shared service roads, parking and transit facilities, and interconnecting pedestrian walkways or paths
- Consistent or complementary building styles and signs,
- Landscaping for entrances, building facades, common areas, and walkways,
- Screening for loading, service, utility and storage areas, including warehouses and storage units, and
- Exterior lighting standards for entrances, buildings, parking areas, and walkways.

APPENDIX H

Land Use Recommendation #10 & #19 - Revise Land Use Regulations in Rockingham Meetinghouse District to Preserve Scenic Resources & to Create Transfer of Development Rights Opportunities

Recommendation #10: Revise Land Use Regulations in Rockingham Meetinghouse District to Preserve Scenic Resources;

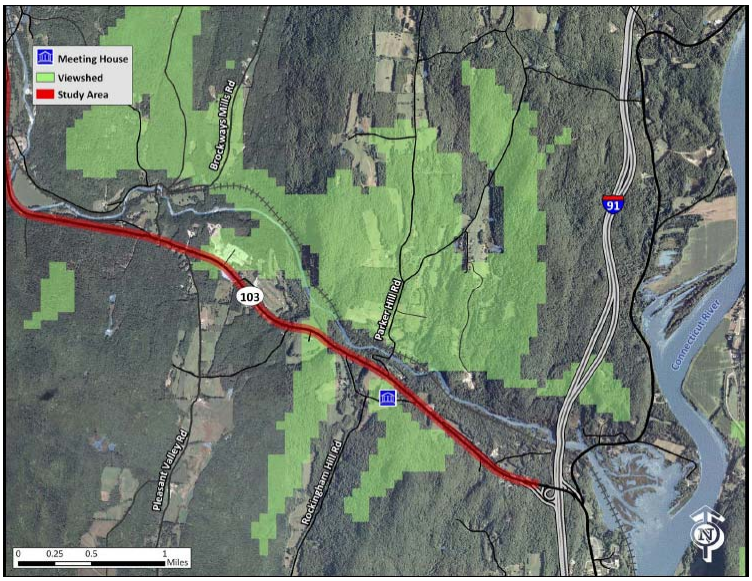
&

Recommendation #19: Revise Land Use Regulations in Rockingham Meetinghouse District to Create Transfer of Development Rights Opportunities

Overview

The visual impact of development along the corridor was identified as a particular concern in the vicinity of the historic Rockingham Meeting House – both as viewed from the Meeting House and from the VT 103 corridor as it passes through this area. The Windham Regional Commission produced an initial map from local topography of the extent of the potential veiwshed in relation to the study area (Figure 1). This area extends beyond the Rockingham Meeting House District, as currently zoned, into surrounding zoning districts.

Figure 1: Meeting House Viewshed



There are a number of options for protecting scenic resources, including both regulatory techniques – for example viewshed protection requirements under zoning and subdivision regulations – and more targeted, and potentially more expensive, nonregulatory techniques, such as the acquisition of scenic easements.

Both strategies require that scenic views be inventoried and mapped. This generally involves:

- A visual analysis that includes GIS mapping, windshield surveys and photographic inventories that document important landscape features – including vantage points, scenic views, historic structures, landscape elements (ridgelines, stone walls, hedgerows, etc.) and the visual character of the highway corridor.
- The identification of potential threats – including the impacts of potential development currently allowed within the areas (zoning districts) surveyed, and

- The identification of specific strategies to protect priority viewsheds.

This type of analysis can then be summarized in a scenic resource protection or open space plan which, if referenced in or appended to the municipal plan, can serve as the basis for related conservation strategies, including bylaw amendments or conservation funding programs.

A number of scenic areas – including scenic views from the Meeting House north towards Parker Hill – are already identified in the Rockingham Town Plan (Chapter 10) as scenic resources designated for possible protection. These areas, however have not yet been inventoried and mapped in sufficient detail to regulate development within them, and are not included in the town's Natural Resources Overlay District as defined under the current zoning regulations.

Recommendations

In order to protect scenic resources, including rural landscape as viewed from the Rockingham Meeting House and the VT 103 corridor, it is recommended that the Town of Rockingham consider the following:

- Conduct, in association with the Windham Regional Commission, an inventory and visual analysis of scenic resources within the overall viewshed area mapped by the Commission, and summarize findings in a "Rockingham Meeting House Scenic Resource Protection Plan" that can be referenced in or appended to the town plan. As part of the planning process, consider both regulatory and nonregulatory resource protection options.
- At minimum update subdivision, site plan and conditional use review criteria under local bylaws to reference and require the protection of designated and mapped scenic resources or viewsheds.
- Given the potential extent of the viewshed, consider the adoption of a "Scenic Resource Overlay District" (similar to the current Natural Resource Overlay District) that, for example:
    - incorporates mapped scenic resources or viewsheds,
    - limits development allowed in viewshed areas to agriculture, forestry and compatible low density development,
    - requires the submission and independent review of visual impact assessments, to be paid for by the applicant,
    - limits the removal of trees and other vegetation that provides natural screening or contributes to the quality of scenic views,
    - requires the delineation of building envelopes that, to the extent feasible, are located outside of scenic viewsheds,
    - encourages (or requires) planned unit (and planned residential) development that clusters development outside of viewshed areas,
    - includes building design, siting, landscaping and screening requirements intended to minimize the visual impacts of development within viewshed areas,
    - requires shared utility and road corridors that follow natural contours and existing linear features (e.g., tree lines, hedgerows, fencelines), to minimize visual impacts, and
    - requires that utilities be buried underground where feasible.
- A "transfer of development rights" (TDR) program, as allowed under state law (24 V.S.A §4423) was also suggested for consideration to provide compensation to affected landowners within a scenic overlay district. TDR provisions would allow landowners within mapped viewshed areas ("sending areas") to sever and transfer their development rights – through market rate sales – to developers planning to build in other areas of the municipality designated for higher density development ("receiving" areas). TDR programs are most effective where the land available for

development is very limited –driving the market for development rights – where infrastructure is available to support higher densities of development in designated receiving areas, and where the capacity to administer a TDR program (e.g., through a local banking program) exists. Given TDR program requirements, most Vermont communities instead use planned unit development (PUD) provisions – as currently included in Rockingham's zoning regulations – to allow landowners to transfer of density from one portion of a site to another (or from one property to another). If the overall development capacity is retained, compensation is unnecessary.

APPENDIX I

Land Use Recommendation #15 - Establish an Access Management Memorandum of Agreement

Recommendation #15: Establish an Access Management Memorandum of Agreement

Overview

Inter-governmental memoranda of understanding (MOUs) between state transportation agencies and local governments have long been used in states such as Florida to coordinate state and local review of development along state highways. New Hampshire recently instituted a formal MOU process that allows municipalities with adopted corridor management plans to be more directly involved in state access permitting. The Vermont Agency of Transportation is now considering similar agreements with municipalities and regional planning commissions for coordinated corridor and access management along state highways. Typically, such agreements specify that:

- The state and regional commissions must provide information and technical assistance to towns in developing acceptable access management standards, and site- or parcel-specific access management plans for parcels along the highway corridor.
- All corridor or site-specific access management plans must be filed with the state.
- Towns must adopt and administer access management standards acceptable to the state for development that accesses state highways.
- Towns must notify the state (e.g., the District Transportation Administrator or Utilities and Permits Unit) when they receive a development proposal that requires a state access permit, and request state input on access location and design.
- Towns must require that all access points comply with adopted access management standards and any applicable site-specific access management plans.
- Towns must inform the state of any waivers or variances from the access management standards or plans prior to local approval and provide appropriate notice for comments and potential participation in the local hearing process.
- The state must hold final action on any driveway access permit until the town has formally approved a development plan.
- The state must notify a town if it intends to issue a driveway permit that does not conform to adopted access management standards and a locally approved development plan.
- The state will not approve driveway permits that do not conform to the local access management standards or plans without the consent of the community.

VTrans is understandably wary of entering into individual management agreements with every municipality in the state but, in the absence of other statutory coordination mechanisms, is reviewing this option for municipalities that regulate development along major state highways and interchange areas. Towns also may be reluctant to adopt state guidelines and associated notification requirements that could compound or extend the local permitting process but, in doing so, may avoid permitting conflicts that could further delay or ultimately supersede locally approved development. There is also a role for regional planning commissions, as the major source of technical planning assistance to towns, and as a statutory party to Act 250 proceedings for major development along the corridor.

Recommendations

The following related strategies, intended to effect the terms of a corridor management agreement, are recommended for consideration by the state, regional planning commissions and towns, but could also considered separately, as noted under other related recommendations:

- Incorporate state agency application referral and notification requirements under zoning and subdivision regulations for all land development proposed along state highways, including VT 103. (see Recommendation #20).
- Update local development regulations and highway ordinances to reference or incorporate applicable state access management standards, as currently recommended in town and regional plans, to ensure that local, regional and state access management policies and standards for development on state highways are compatible (see Recommendation #20).
- Condition the issuance of state access permits upon the receipt of local permits and approvals issued by the town, with supporting documentation. State highway access permit applications should require that a copy of the local permit or approval –including the site plan or subdivision plat as approved by the town – be attached.
- Conduct joint, ongoing, local, regional and state corridor planning and project development efforts, coordinated through the regional planning commission, to ensure that local and regional transportation plans and improvement programs incorporate priority VT 103 road, intersection, and access management improvements.
- Participate in joint local, regional and state efforts to finance and develop needed infrastructure improvements – through existing municipal, regional and state infrastructure transportation improvement and enhancement programs, municipal and state permitting requirements, and through other public/private partnerships.
- Participate collectively and individually in state Act 250 proceedings for development proposed on VT 103 and other highways in the vicinity to ensure that traffic, access and infrastructure impacts and recommended improvements are adequately addressed in the permitting process and conform to the VT 103 Corridor Management Plan.

An example of a draft corridor management agreement is included in Appendix C. This will need to be modified to address local concerns, and be reviewed by the state, towns, and regional planning commissions prior to adoption.

APPENDIX J

Land Use Recommendation #21 - Revise Land Use Regulations in Upper Bartonsville C/I(2) District

Recommendation #21: Revise Land Use Regulations in Upper Bartonsville C/I(2) District

Overview

The Upper Bartonsville area of Rockingham is located above the historic hamlet of Bartonsville, and extends northward along both sides of Route 103 to the Chester town line. This area is described in the Rockingham Town Plan as land adjacent to Route 103 that currently includes a mix of residential and commercial uses, but has been zoned primarily for commercial and industrial development. The plan specifies that development in this area should receive thorough site plan review to avoid strip development; and that new residential development should be undertaken with the clear understanding that commercial and industrial uses allowed in the area may be incompatible with and impact residential uses (p.61).

Upper Bartonsville is currently zoned Commercial-Industrial (C-I) along much of Route 103 extending to the Chester Town line, in conformance with town plan recommendations, and is bordered by the Rural Residential (RR-1) District along a portion of VT103 to the west. These zoning districts allow for a variety of potentially incompatible uses, if developed in close proximity – including large scale, vehicle-oriented commercial and industrial development in the C-I district (e.g., retail, offices, motels, gas stations, auto sales, trucking terminals, manufacturing and "other commercial and industrial uses") – and residential and limited commercial development (e.g., single and multifamily dwellings, retail) across the highway in the RR-1 district. A number of public (institutional) uses also are allowed in both districts. Many of the uses in the C-I District are "permitted" uses that require site plan but not conditional use review – limiting the town's ability to evaluate associated traffic and highway impacts. Planned unit developments, including planned residential developments, are allowed in the RR-1 District, but apparently not in the C-I District – in effect precluding planned industrial or business park development.

Both districts specify a minimum lot area of one acre (43,560 ft^2), though this applies only to single family dwellings in the RR-1 District – all other uses require a minimum of two acres, and one acre per dwelling unit. In the C-I District a 100-foot minimum front side and rear setback (yard) is required if a lot abuts a residential district. Provisions are also included (under Section 2525) to waive C-I district setback requirements from the rail corridor for rail-oriented development.

Dimensional Requirements	**Commercial-Industrial [C-I(2)]**	**Rural Residential [RR-1]**
Minimum lot size(s)	43,560 sf	SFD: 43,560 sf / Other: 87,120 sf
Minimum frontage	None specified	SFD: 150 ft / Other: 200 ft
Minimum front yard setback (from right-of-way)	50 ft (100 ft if abutting RR-1)	50 ft
Maximum Lot Coverage	40 %	SFD: 15% / Other: 10%

Minimum district frontage requirements (150-200 ft) do not, in themselves, provide adequate spacing between access points to individual lots under state access management guidelines.

Recommendations

The partial build-out under current zoning presented for this area assumed that the type and extent of future development will depend in large part on market demand – including the regional viability of commercial and industrial development in this location – as well as access to infrastructure and other

site and cost constraints. A variety of possible development patterns were identified in the build-out scenario – including a mix of traditional residential subdivisions, small scale "village" commercial uses, commercial-industrial parks, and roadside commercial development – all generally allowed under existing zoning. While it is understood that this area has been zoned to promote highway-related commercial and industrial development, concerns were expressed regarding potential conflicts between allowed uses, commercial strip development, traffic impacts, and the effects that higher density commercial and industrial development could have on more rural, residential areas of Upper Bartonsville and across the town line in Chester.

Comments received centered on redefining allowed uses and patterns of development in this area – ranging from limited industrial use (e.g., an industrial park) to dense village development. At minimum, the following are recommended for further consideration by the Town of Rockingham:

- Re-evaluate C-I zoning district boundaries to delineate and promote more nodal, clustered highway development in this area which does not extend along the length of VT 103 to the Chester town line. The current district delineation promotes a pattern of commercial strip development that is incompatible with both regional and town plan recommendations and preferred build-out scenarios.
- Prohibit frontage development and limit direct access to VT 103 in accordance state access management guidelines. Require, under district or separate access management and planned unit development standards, that new residential, commercial and industrial development be located and clustered off the highway corridor, to be served via common access points, internal service roads, and shared parking areas. Allow waivers only where necessary – e.g., as required due to site constraints or as necessary to improve traffic circulation (see Recommendation #20).
- Require, under site plan review, access improvements associated with the redevelopment of existing parcels along the corridor – which may include the elimination, consolidation, relocation, or redesign of existing curb cuts.
- Re-evaluate allowed uses in both the C-I and RR-1 Districts along VT 103 – at minimum to require conditional use review of those uses that generate large amounts of truck and/or automobile traffic so that the highway infrastructure, traffic and visual impacts of development can be evaluated and addressed. Require, under subdivision and conditional use review, traffic impact studies for uses that meet specified thresholds – e.g., that generate 75 or more peak trips per day or reduce existing Levels of Service (as identified in the corridor management plan) below a LOS C or D.
- More narrowly specify and define those types of commercial and industrial uses that may be allowed in the C-I District in relation to community goals and objectives for economic development, prevailing market conditions, available site amenities and needed infrastructure improvements, and the relationship of this district to other commercial areas along the corridor.
- Limit commercial uses in the RR-1 district to those uses that are compatible with and serve low to moderate densities of residential development (e.g., village or neighborhood commercial, personal services, small offices, home-based businesses) – uses that complement rather than compete with commercial uses in traditional downtown and village centers (e.g., Bellows Falls, Chester Village).
- Allow – or require for larger parcels or major subdivisions – planned unit development in the C-I District – particularly to promote planned industrial, commercial or business park development. Consider allowing certain types of development (e.g., large scale manufacturing or warehousing) only within planned business or industrial parks.
- Develop associated PUD master plan submission requirements that establish the overall parameters of development to include, for example,

- the type and location of existing and proposed principal and accessory use(s), including the location of designated building envelopes for initial and subsequent phases of development;
- the location, extent and use of conserved open space areas;
- the overall intensity (level) of use of on-site facilities at build-out, to include total occupants, employees, maximum building capacities, etc.;
- projected trip generation rates at build-out;
- the location of park entrances, internal and connecting access roads, parking areas, and pedestrian paths for the entire parcel
- the location of on-site utilities, including water, wastewater and waste management systems; and
- a development schedule, including a proposed schedule for any phased development.

▪ Develop associated design standards, to include for design standards for planned commercial or industrial park development

APPENDIX K

Land Use Recommendation #23 - Encourage Combined Access in R-80 District

Recommendation #23: Encourage Combined Access in Residential-80 District

Overview

Chester's Residential-80 (R-80) zoning district extends along the northern stretch of VT 103 to the adjoining Commercial District centered on the VT 103 /VT 10 intersection at Gassetts. A number of development constraints were identified along this stretch of corridor in accompanying environmental and build-out analyses – including ledge outcrops and steep slopes that limit access, sight distances and the overall development potential of some adjoining parcels.

Existing uses in this area are predominantly rural residential, however under current zoning a number of commercial uses – including offices, retail stores, restaurants, campgrounds, quarries, and heavy construction trades – are also allowed subject to conditional use review. The Chester Town Plan includes policies to discourage sprawl and commercial strip development, to maintain existing, low-density settlement patterns and to preserve open space where possible by encouraging clustered development within rural residential areas.

Recommendations

Given local goals and objectives for rural residential areas, and identified access and development constraints along the VT103 corridor in this district, the following are recommended for consideration by the Town of Chester:

- Limit direct access to VT 103 within this district – and along the length of the VT 103 corridor – in accordance with applicable *Vermont Access Management Program Guidelines* for state highways. Consider the adoption of a "VT103 Access Management Overlay District" (see Recommendation #20).
- Update conditional use (including site plan) review criteria under Sections 9.3 and 9.4 of Chester's zoning regulations, and subdivision criteria under Section 8 of the subdivision regulations, to include access management considerations and standards as recommended in the Chester Town Plan. Ensure that bylaw access management provisions are consistent with state access management guidelines (for state highways) and Chester's adopted town highway specifications (for town highways). See Recommendation #20.
- Reconsider "procedural waiver" provisions under Section 3.3 of the subdivision regulations that allow waivers for the subdivision of up to five lots, each with individual access onto a public highway – for example, by instead allowing such waivers only for minor subdivisions of two or three lots that are served by a shared access and driveway.
- Clarify, under Section 8 of the subdivision regulations, that further subdivision of land along the highway corridor does not guarantee additional access rights to subdivided parcels – that, wherever feasible, shared access will be required for subdivided lots and lots in common ownership or control.
- Limit the type of commercial development allowed in the R-80 District and other rural residential areas along the corridor – especially commercial uses that are also allowed in nearby village or commercial districts (e.g., retail stores, offices, restaurants) – to further limit the potential for commercial strip development on frontage parcels in accordance with town plan policies and recommendations.
- Under this district and Section 3.25 of the zoning regulations (Planned Unit Development) encourage through density bonuses – or otherwise require for major subdivisions and

nonresidential development along the highway corridor – clustered (nodal), planned unit development that is served by internal road networks or connectors and common access onto VT 103.

APPENDIX L

Land Use Recommendation #28 - Revise Land Use Regulations in Southern R-40 District

Recommendation #28: Revise Land Use Regulations in Southern R40 District

Overview

Chester's Residential-40 (R-40) District extends along VT 103 to the south, from the high school to the Rockingham town line. Land across the highway to the north is included in the lower density Residential-80 (R-80) District. This area is a predominantly rural residential area, with limited commercial development near the town line. The current zoning designation allows for moderate density residential and commercial development, including commercial strip development fronting along the highway corridor. The Chester Town Plan recommends to rezoning this entire area as a commercial "Highway Frontage Special Use" district, to be served by a frontage road or limited access points onto VT103. Commercial uses would be limited to those uses not suitable in a village setting – including uses that generate or serve highway truck traffic.

Following build-out analyses under current zoning, three alternatives were presented for further consideration: a pattern of conventional residential development under current zoning (Alternative #1 – Typical Residential), a mix of commercial and residential development, as allowed under current zoning (Alternative #2–Residential-Commercial) and a "conservation subdivision" design of clustered, low density, predominantly residential development surrounded by conserved open land (Alternative #3 – Conservation Subdivision). Of the three alternatives, conservation subdivision was the preferred alternative.

Recommendations

The preferred pattern of development along VT103 in this area requires rezoning to reduce the overall density of development, to limit the type and amount of commercial development allowed, and to encourage (or potentially require) clustered planned unit development (under Section 3.25 of the zoning regulations) to preserve designated open space areas. In order to achieve this pattern of development the Town of Chester should consider the following:

- Inventory and map significant natural, scenic and open space areas along the corridor (referenced in the current town plan under "Special Considerations") as part of subsequent plan updates – e.g., in the next municipal plan update or a supplemental open space plan. Mapped open space areas can then be considered for coordinated open space protection in the review of site plans and subdivision plats – e.g., as now specified under Section 3.25 of the zoning regulations for planned unit development. Subdivision standards under Section 8 also should be updated to include open space protection provisions (also see Recommendation #19).
- At minimum increase minimum lot size, frontage and setback requirements to reduce the allowed density of development along this stretch of corridor – e.g., to correspond with R-80 zoning across the highway (see related R-80 District recommendations under Recommendation #3).
- Limit the type and location of commercial development allowed – at minimum to exclude commercial uses that also are allowed and encouraged in other districts (e.g., retail stores, offices, community centers) to further avoid potential strip development.
- Provide additional incentives (e.g., density bonuses) to encourage, or otherwise require, clustered, planned unit development in rural residential areas (under Section 3.25) – for both residential and commercial development. This could include, as appropriate under the town's subdivision regulations, a more formal "conservation subdivision design" process for major

subdivisions, which requires that all development, including shared roads and infrastructure, be located outside of mapped conservation or open space areas.

- Limit direct access to VT 103 within this district – and along the length of the entire corridor – in accordance with applicable *Vermont Access Management Program Guidelines*. Consider the adoption of a "VT103 Access Management Overlay District".

APPENDIX M

Access Management Bylaw Update Checklist

Access Management: Bylaw Update Checklist	Addressed In:		
	Current Regulations	Proposed Regulations	Not Applicable
Zoning District Designations			
1. Avoid "ribbon" or "strip" zoning along road corridors − e.g., strip commercial districts			
2. Define compact development districts – e.g., villages, growth centers, industrial parks – in appropriate locations (e.g., adjacent to existing centers, major intersections)			
3. Define "Interchange (Limited Access) Districts" to regulate development, access management within highway interchange areas			
4. Define "Access Management Overlay District(s)" to apply access management criteria to a particular highway corridor or intersection			
Land Uses by Zoning District			
1. Evaluate allowed uses in relation to setting/context, trip generation rates, transit access			
2. Rural Districts: agriculture, forestry, clustered residential uses			
3. Village/Growth Center Districts: mixed commercial, residential, civic uses			
4. Limited Access: limited mixed use (travel, highway-oriented uses)			
Densities of Development by Zoning District			
1. Limit scale, density of development along undeveloped sections of highway			
2. Rural Areas: low overall density, large lots, wide frontage, deep setbacks and/or clustered development off the road			
3. Village/Growth Centers: high density, small lots, reduced frontage and setbacks, increased building height and lot coverage, shared access and parking			
4. Interchange Areas: planned, clustered development, low-moderate overall density			
General Access Standards (e.g., General Regulations)			
1. Limit access (curb cuts) to one per existing lot, or one per specified length of road frontage, consistent with accepted access management guidelines, functional class			
2. Require access from a secondary or development (service) road where feasible			
3. Require that new and relocated driveways be aligned with facing driveways			
4. Allow shared driveway and parking areas within side yard setbacks			
5. Separate curb cuts and road intersections; set minimum separation distances			
6. Require the relocation, consolidation or elimination of non-conforming accesses upon development or redevelopment			
7. Define access and driveway design standards (e.g., width, length, alignment, grade) which may vary by the types of use, vehicle, trip generation rates			
8. Limit access and driveway widths to the design width, require curbing, entrance landscaping or other access control features			
9. Require adequate driveway lengths for storage and stacking			
10. Require driveway turn around areas; prohibit direct parking that requires backing into rights-of-way (except for on-street parking)			
11. Specify access requirements for Class IV roads (e.g., type allowed, required upgrades)			

Access Management: Bylaw Update Checklist	Addressed In:		
	Current Regulations	Proposed Regulations	Not Applicable
Site Layout Standards (e.g., Site Plan, Conditional Use Review)			
1. Rural: minimize the linear density of development along roads, maximize internal site circulation (access to adjoining parcels, out parcels)			
2. Village/Growth Centers: maximize connectivity, create or maintain a pedestrian scale and orientation			
3. Village/Growth Centers: reduce or eliminate on-site parking requirements (e.g., based on the availability of on-street, shared or public parking, or parking or transit credits)			
4. Limit parking to the rear of principal buildings, or to the side behind the building line			
5. Require shared access (joint and cross access) and interconnected or shared parking with adjoining properties where feasible; including access easements that connect to adjoining parcels in the event they are developed or redeveloped.			
6. Require interconnecting pedestrian sidewalks or paths between buildings, parking areas, and adjoining parcels			
7. Require the installation of public transit facilities, where served			
8. Require the installation of bicycle racks for commercial, industrial, civic, multi-family and recreational uses.			
Multiple Property Standards (e.g., Subdivision, PUD Review)			
1. Discourage or prohibit the creation of flag and other irregularly shaped lots that do not meet access or frontage requirements			
2. Require that subdivided parcels and parcels in common ownership share existing or planned access; limit the right to additional access upon re-subdivision of land			
3. Require that subdivision layouts maximize street connections; require that future right-of-way extensions to adjoining parcels be shown on subdivision plats; prohibit dead-end streets (including cul-de-sacs) except as specified (e.g., due to site constraints).			
4. Require access to individual lots from internal development or service roads			
5. Allow or require planned unit development; include requirements for clustering − e.g., for rural residential areas (PRDs) and commercial or industrial parks (PUDs)			
6. Require the submission of a master plan for phased development, showing planned access points, road and pedestrian extensions to serve the entire development.			
7. Require interconnecting pedestrian sidewalks or paths between buildings, parking areas and adjoining parcels			
8. Require the installation of mid-block pedestrian paths where appropriate			
9. Define road, intersection, sidewalk and streetscape standards, by function and context			
Infrastructure Requirements (e.g., Subdivision, Conditional Use Review)			
1. Require traffic impact analyses for larger projects, to be paid for by the developer, to determine traffic and infrastructure impacts associated with a proposed development			
2. Require the installation of on- and/or off-site access, road and/or traffic management improvements necessitated by the development, to be paid for by the developer			