



Get it done!

*Community Engagement for
Municipal Decisions*

By: Emily Heymann

Instructions

How are you involved in your community?

10 Responses

Staying engaged with the community and networking

I help communities move projects forward and identify new leaders

Select board member, energy committee member

Knowledge & Networking

Project director at a community coalition

Chronic disease prevention community work

Energy advisor, VCRD Climate Catalyst

I am the Research and Technical Assistance for VT PoC and the ED for the Cohase Chamber of Commerce in the "upper" Upper Valley.

Anything goat!



How are you involved in your community?

10 Responses

Gathering community support for establishing
new town common

What's your favorite kind of cheese?

20 Responses

gouda creamu gorgonzola
bailey haven cheddar sticky
sharp cheddar
vegan camembrie v brie blue heese mozzarella feta blue gruyere goat burrata jack



Town of Williston

- Founded 1763
- Population 10,103
- 10 mins to airport
- 20 mins to downtown Burlington
- 30.6 mi²



Lots of change...

1985



2022







Agenda

- Why tools?
- Tools of wisdom
- Case Studies
 - Energy Plan
 - Form-Based Code
 - Development Review Process
 - Surveys & Infographics
 - Williston2050

What's in my toolbox?

GOOGLE FORMS (SURVEY)

RECORDED POWERPOINT

MENTIMETER

"PARK IT" PROJECT JOURNALS

INFOGRAPHICS (CANVA & PPT)

DECISION TEMPLATES

WORDS OF WISDOM



Why use the toolbox?

- Time & attention are our most precious resources
- Keep decision-makers focused on facts, not emotions
- Nothing good happens after 2+ hours or after 9:30pm





Why use the toolbox?

$$\begin{aligned} &2 \text{ hours per meeting} \\ &\quad \times \\ &2 \text{ meetings per month} \\ &\quad \times \\ &12 \text{ months per year} \\ &= \end{aligned}$$

48

hours per year!

48 hours per year

Random tangent



1

Williston Energy Plan

Adopted Sept 2020

An Appendix to the Williston
2016-2024 Comprehensive Plan
aka "Town Plan"



Williston Energy Plan



Process & Purpose

- Achieve state-wide energy goals at local level
- Required to receive “substantial deference” when renewable energy is sited in town (wind & solar)
- Went above and beyond requirements for “substantial deference” and created goals and pathways for 5 focus areas...

Major Focus Areas:

1. Transportation and Land Use
2. Building Energy Usage
3. Recycling and Consumption
4. Renewable Energy Generation
5. Agriculture

Adopting an energy plan

Random tangent



Pre-meeting survey

- Audience: Planning Commission
- Dual purpose: inform & inquire
- “No” is not an option – agree or provide substantive feedback to guide revisions & discussion
- Tool: Google Forms (free!)

10. The town will create a schedule to replace their light duty vehicles with EVs (electric vehicles) within five years. Heavy duty municipal will be replaced as their electric counterpart become available. Leading Entity: Town Administration
Timeframe: Medium term *

- Yes
- Other: _____

11. Create a tiered EV rebate program, ensuring it is not regressive and explore funding mechanisms available to the Town. Leading Entity: Energy Committee.
Timeframe: Short Term *

- Yes
- Other: _____

12. The Town should establish a multimodal path plan to ensure that it is adequate to address the greater need to conserve energy by moving single occupant vehicle trips to bicycle and pedestrian commuting. The greatest need is to create paths that support commuting with the secondary benefit of recreation activities. Lead Entity: Town Administration. Timeframe: Short Term *

- Yes
- Other: _____



Survey time!

Do you agree with this Energy Plan pathway? If not, what would you change?

11 Responses

Yes

Yes.

Yes.

Yes

Yes

yes

Yes

Yes, add pick up services for lower income folx

No, there should be exceptions available

Do you agree with this Energy Plan pathway? If not, what would you change?

11 Responses

Yes

Yes

Do you agree with this Energy Plan pathway? If not, what would you change?

15 Responses

Yes

Yes

Yes

Yes

Yes

YES!!!

Yes

yes

Yes

Do you agree with this Energy Plan pathway? If not, what would you change?

15 Responses

Yes

Yes!

Yes

Yes

Remove parking maximums

Yes, but add affordable housing units at 10%



3 of 12. Transportation Pathways	Responses						Rank	Next step / proposed edit
<p>5. Work with Green Mountain Transit (GMT) to create a diverse mobility solution to connect the residential areas of Williston to the Taft Corners commercial area. To be successful, the transit schedule must be frequent and cost of ridership inexpensive. The benefits of this approach include improving transportation services for Town residents, reducing single occupancy vehicle usage, and reducing transportation energy and emissions. This is an emerging field of transportation that has high levels of operational flexibility. Lead Entity: Town Administration. Timeframe: Short Term</p>	Yes	<p>Yes, and I really love Chapin's brainstorm to have smaller shuttle-esque services on-demand. On-demand is key particularly for younger demographics or folks who shouldn't be waiting for long periods in inclement weather (e.g. differently abled, elderly, children, etc.)</p>	<p>I understand the perceived benefit but what will make this attractive to residents? No matter how frequent it can never be as convenient as jumping in your own vehicle to go to a place with plenty of parking where you may be purchasing larger or many items that are harder to transport on a bus.</p>	Yes	<p>YES... and this is also an equity issue for older folks, low-income folks, teens, disabled folks, and other populations who are squeezed out in car-oriented contexts.</p>	<p>same comment as above re "town administration."</p>	4	
<p>3. Continue to work with Local Motion to make Williston safe and welcoming for bicycling. Identify issues and opportunities for walk-bike improvements and connections. Lead Entity: Energy Committee. Timeframe: Ongoing</p>	Yes	<p>It sounded like from our meeting yesterday (Oct 1) Local Motion was interested in mobility beyond simply biking, so perhaps we reflect that in the opening sentence to include: walking, running, skiing, etc.</p>	Yes	Yes	<p>How about a commitment from ToW's DPW for better road maintenance and from VTrans to take better care of Rt. 2 and 2A?</p>	<p>Lead entity for this should be PC or new Mobility Committee if it becomes a standing committee</p>	3	
<p>4. The Town must create park-and-ride spaces and explore opportunities to expand the number of vehicle parking and EV charging spaces. Provide greater connectivity between public transit and park-and-ride locations. (Town Plan 6.4.4). Lead Entity: Town Administration. Secondary: Energy Committee. Timeframe: Ongoing</p>	Yes	<p>It seems like it might be helpful to include some language around specific targets. Much like you have in other sections that you'd like to see 'X' increase by XXXX or proportionally we want a ration of X:X when it comes to EV charging per # of total spaces etc. Specificity goes a long ways in helping to make objectives measurable and obtainable over time.</p>	<p>Is this in addition to the proposed park and ride next to 89?</p>	Yes	Yes	<p>Delete "the town must" Also: specify lead within the town by department as is done in the rest of the comp plan.</p>	3	
<p>8. Work with the school district to maximize ridership for public school buses and minimize use of private vehicles for student transport. This would include the schools creating a schedule to replace their buses with electric buses within ten years. Leading Entity: Town Administration. Timeframe: Ongoing</p>	Yes	<p>Yes, but see previous comment re: Meghan's statement that the Town has little jurisdiction over school system. I also believe that families and parents are choosing to do the thing that makes the most sense for them and their child, which makes me wonder if a bus is an option why is it that they don't put their kids on them? I'm wondering if there are factors outside of schedules and so forth that make kids and families want to opt-out of this greener option (e.g. behavioral management on buses, rules around needing parents present at stops for pick-ups and drop-offs, etc.)? I have no idea, but I'd be curious to hear more from those parents who choose to drive their kids, presumably out of the way 5 days a week through additional traffic, to</p>	<p>Does the school district really have control over this? Many people who drop off their children do so based on family schedules or needs. Even if a family decided to use the bus, if they are still driving their car to work how much will it help?</p>	Yes	<p>YES! And... we need to work with the schools and community members to decrease the # of kids getting dropped off in cars at WCS and ABS -- this is duplication of service with the complete school bus service we have. Combination of making buses more appealing, understanding families' schedules to make busing easier, and making personal vehicle drop-offs/pick-ups LESS</p>	Yes	3	



Energy Plan Revisions



Before

- Prohibit the burning of trash, brush and organic debris within the Town
- Create a tiered EV rebate program, ensuring it is not regressive and explore funding mechanisms available to the Town

After

- Prohibit the burning of trash, and discourage the burning of brush with an ordinance
- Explore a tiered electric transportation (for example, electric vehicles or bicycles, public transit fares) rebate program, ensuring it is not regressive and explore funding mechanisms available to the town.

Energy Plan Revisions



Before

- Increase allowable density in mixed use districts to make living where residents work becomes more accessible. This will reduce transportation costs.
- Reevaluate the size and density of the Residential Zoning District with the goal to have more compact development and preserve open space

After

- Reevaluate allowable residential density in mixed use and village zoning districts. Provide housing opportunities in attractive, efficient building forms that equitably serve existing and future residents of Williston, enables a lifestyle without the expense of owning and operating a personal vehicle, and reduces expenditures on building energy consumption.
- Reevaluate the district boundaries, residential density, and design standards of the Residential Zoning District (RZD) with the goal to have more compact development and preserve open space, reduce energy consumption from building and maintaining existing development patterns.



Energy Plan – General Pathways

- 1. Hire a full-time Energy Coordinator...**
- 2. Establish an Energy Committee...**
- 3. Monitor changes to state and federal policies as they relate to energy plan goals and objectives. Continue to proactively participate in the legislative process. Seek out funding opportunities beyond existing municipal revenue sources such as utility companies, public-private partnerships, state funding, and federal funding to achieve stated pathways while minimizing burden on Williston taxpayers.**

Energy Plan Toolbox



GOOGLE FORMS
(SURVEY)



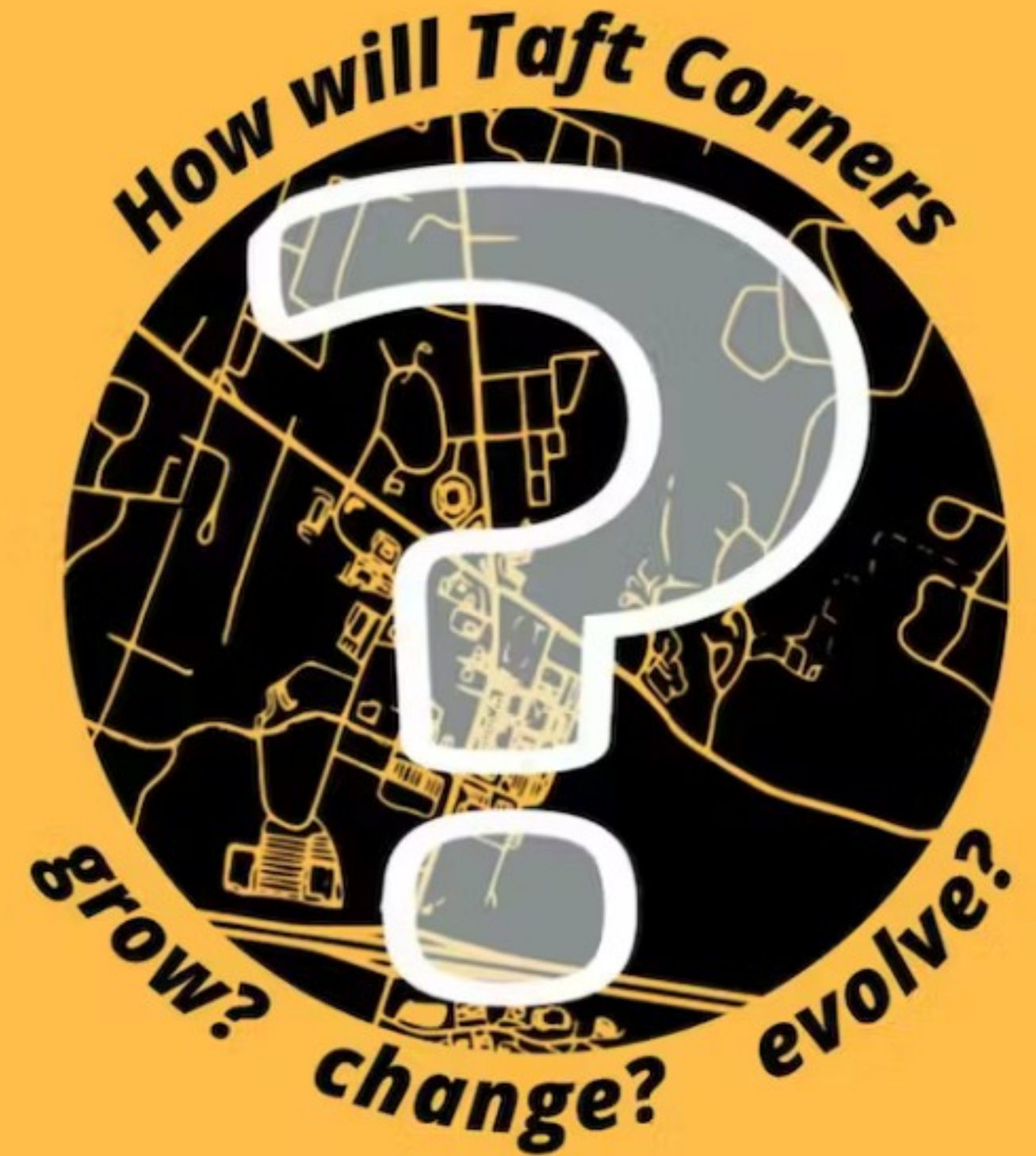
DECISION TEMPLATE

2

Form-Based Code

March 2021-October 2022

Zoning bylaw amendment to
adopt a Form-Based Code
Overlay District





TIMELINE - MY TAFT CORNERS



JAN-DEC 2020

Project Start-Up

Grant match from Selectboard, RFP, Consultant selection, Planning Commission's initial meeting with Geoff Ferrell Associates



JAN-MAY 2021

My Taft Corners Public Outreach & Visioning.
Stakeholder interviews, design charrettes, surveys.



JULY 2021

Vision Plan



OCT 2021

Planning Commission review of Form-Based Code Draft 1.0



JAN 2022

Warn public hearing.



MARCH 2022

Planning Commission public hearings on Feb 1, Feb 15, and March 1



Architectural standards

What about parking?



Non-Zoning Topics (Ordinances, Budgetary/Staffing, No Local Authority, etc.)			
Name	Topic/Question/Idea	Staff/Consultant Response	Close-Out Notes/Documents
	Regulating dogs/domestic pets through zoning	Not authorized per statute	Taylor's memo Also: Requiring private green space for large apartments and prioritizing municipal provision of green spaces and dog parks can help.
	How can we create an identity of Taft Corners as "a place," separate from the Town of Williston as a whole and separate from the Village of Williston? We want to have identity yet avoid the animosity experienced by Essex Town vs. Essex Junction. I think it is doable, but strong and consistent messaging from the start is needed. Things like referring to the growth district as "Taft Corners in Williston," and avoiding referring to Taft Corners as a "town center." Thoughts?		Branding or placemaking. Town hire's a firm to create a branding package. AARP placemaking grant. Promoting it as a place for smaller scale <u>entrepreneurs</u> , etc. "build it and they will come." Create the environment via form-based code and the character-defining identity will evolve as new neighborhoods and businesses call Taft Corners home.
	Tree maintenance – need for a Town Arborist		Tree Warden is DPW Director, Bruce Hoar. Maybe this position should be held by another staff person who has more time to commit to street trees. Volunteer Tree Steward Team to assist with the care and maintenance of Town street trees and other trees in town parks or trails. Tree Steward Program: offered by the Vermont Urban & Community Forestry Program, a joint initiative between the University of Vermont Extension and the Vermont Department of Forests, Parks and Recreation. https://vtcommunityforestry.org/get-involved/tree-stewards#:~:text=The%20Vermont%20Tree%20Steward%20Program,great%20opportunity%20for%20Vermont%20citizens.

“Park it” Shared Project Journal

- Planning Commission
- Keep track of ideas that aren't relevant to that night's topic
- Tool: Microsoft SharePoint (similar to Google Docs)



TIMELINE - MY TAFT CORNERS



JAN-DEC 2020

Project Start-Up

Grant match from Selectboard, RFP, Consultant selection, Planning Commission's initial meeting with Geoff Ferrell Associates



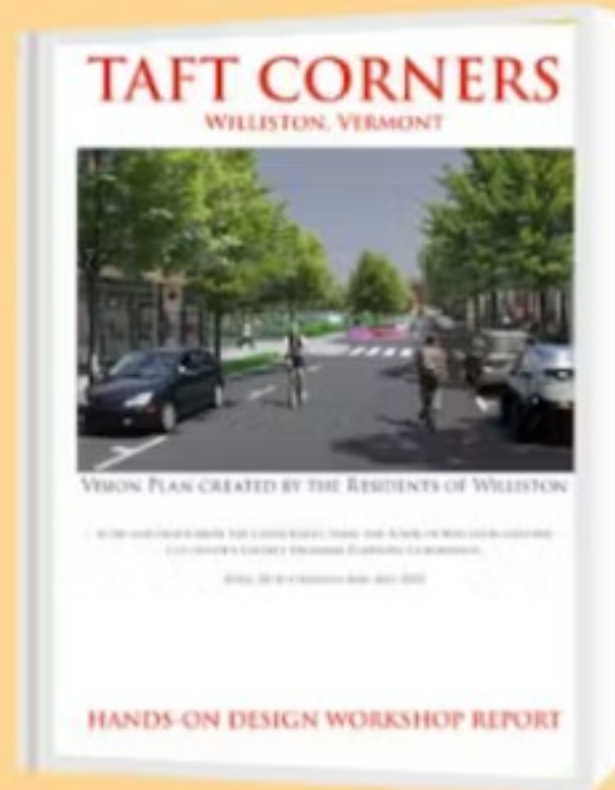
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My Taft Corners Public Outreach & Visioning.
Stakeholder interviews, design charrettes, surveys.



JULY 2021

Vision Plan



OCT 2021

Planning Commission review of Form-Based Code Draft 1.0



JAN 2022

Warn public hearing.



MARCH 2022

Planning Commission public hearings on Feb 1, Feb 15, and March 1



March 15, 2022 – Work Session Topics



1. Pitched vs. Flat Roofs
2. Dooryards
3. Building Height: 2-5 stories
4. Building Height: 1 story
5. Building Footprint
6. Parking Calculations

District Boundaries/Regulating Plan Map:

7. Essex Alliance Church
8. Cottonwood Crossing-LaPierre
9. South of Marshall Ave
10. Regulating Plan amendments flexibility


YouTube

Search

Work Session Survey

March 15, 2022

- **Intent: obtain clear direction from Commissioners on remaining edits for the Selectboard Transmittal version of Form-Based Code**
- **Intent: summarize facts and correct misstatements made about the code visioning process and code standards during the public hearings**



Williston FBC Work Session Presentation for March 15, 2022

55 views · Mar 11, 2022

Williston Planning & Zoning
6 subscribers

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PowerPoint Video

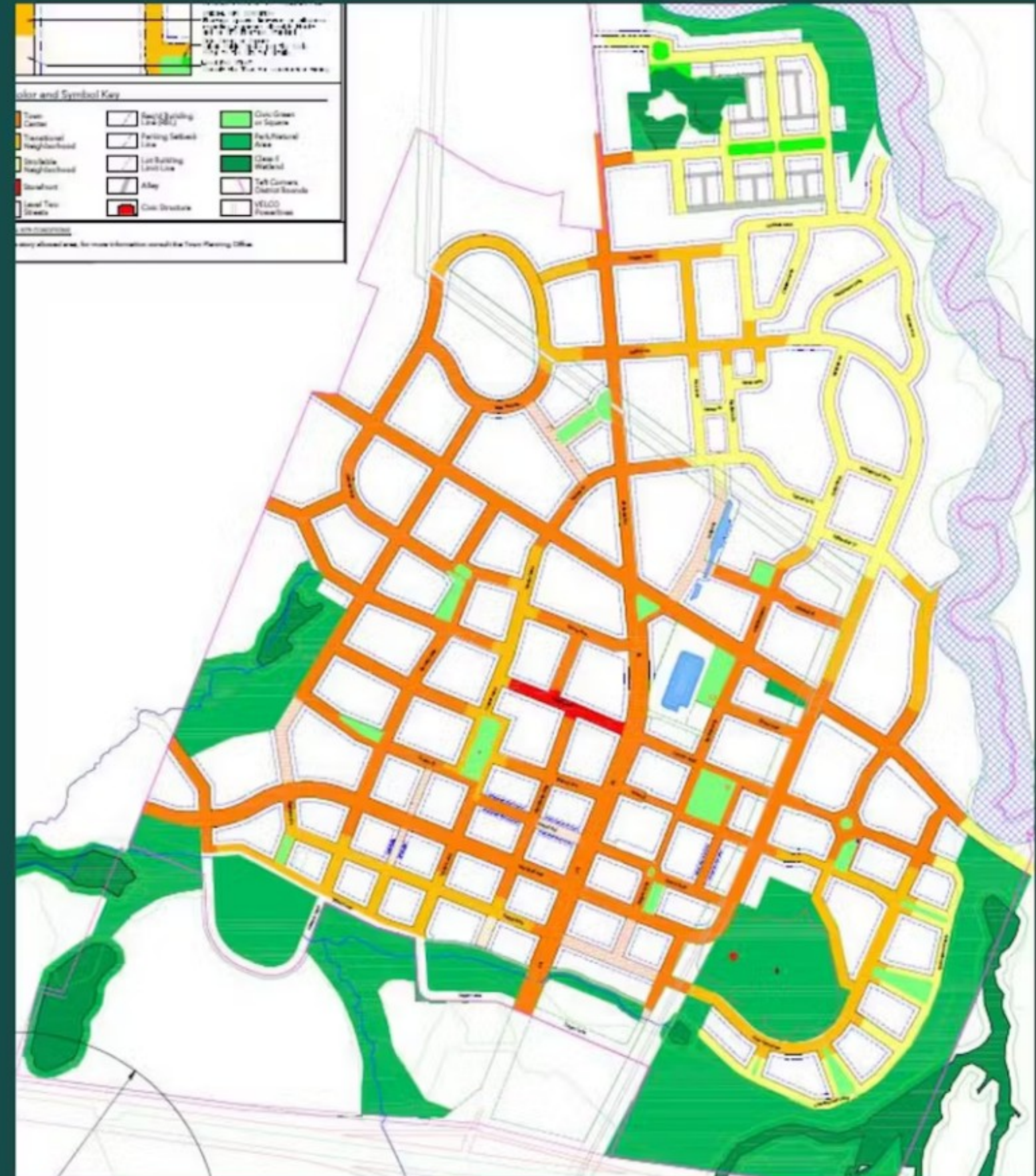
- 40 minutes
- Posted 4-5 days before meeting
- For each topic: provide context, hearing testimony summary, and decision options

3. Height: 2-5 Stories

District Name	Minimum Height (stories)	Maximum Height (stories)	Maximum Footprint Size (square feet)	Maximum full-height Depth from Required Building line (feet)	Minimum Façade on Required building Line (percentage)	Maximum Building Width (feet)	Minimum Building Width (feet)
Town Center (fka Urban General)	3	5	15,000 (20,000 for grocery stores only)	80	80%	180	60
Shopfront* *a subset of Town Center	3	5	15,000 (20,000 for grocery stores only)	80	80%	180	60
Transitional Neighborhood (fka Urban General 2)	2	4	15,000 (20,000 for grocery stores only)	80	70%	120	50
Strollable Neighborhood (fka Urban Neighborhood)	2	3	7,000	80	70%	100	20

3. Height: 2-5 Stories

District Name	Minimum Height (stories)	Maximum Height (stories)	Maximum Footprint Size (square feet)
Town Center (fka Urban General)	3	5	15,000 (20,000 for grocery stores only)
Shopfront* *a subset of Town Center	3	5	15,000 (20,000 for grocery stores only)
Transitional Neighborhood (fka Urban General 2)	2	4	15,000 (20,000 for grocery stores only)
Strollable Neighborhood (fka Urban Neighborhood)	2	3	7,000



3. Height: 2-5 Stories

Testimony varied among Commissioners and the public.

Some agree to keep the height as-is to further encourage the concentration of new development in Taft Corners, create the framework for affordable housing, and reduce development pressure on the outlying rural parts of Williston.

Others agree to reduce the building heights to reduce the impact of new development on the viewshed and character of Taft Corners. For example, changing the Min/Max from 3/5 to 2/4 or 2/3.

Current zoning: 36' maximum with incentive: *“the height limit will be increased from 36 to 52 feet where perpetually affordable housing and/or structured parking are provided... It is not the intent of the building height incentive to permit the construction of four or five story buildings with flat roofs. This incentive is intended to make it possible to build three or, depending on the grade of the site, four story buildings that have diverse, attractive rooflines.”*

3. Height: 2-5 Stories

What does the Vision Plan say about building height?



- **Affordable housing:** Housing affordability is impacted by development costs, including land costs. A key approach to reducing land costs per unit is increasing the density so that more units share the land cost.
- **Energy and the Environment:** 4-5 story buildings are a more sustainable/efficient use of land and energy, more compact, less stormwater runoff per capita, and is a more efficient use of construction/material resources, etc...
- **Tax Base:** Increased height will significantly enhance the municipal tax base - at minimal cost to the Town's operations budget. The extra units will be using the same land, streets, utilities, fire and safety services. Increased height will generate revenues that can be used to address stormwater in a holistic manner--storm-water dept./system and a storm-water master plan.



Energy Plan Land Use Pathway 5.10: Reevaluate allowable residential density in mixed use and village zoning districts. Provide housing opportunities in attractive, efficient building forms that equitably serve existing and future residents of Williston, enables a lifestyle without the expense of owning and operating a personal vehicle, and reduces expenditures on building energy consumption.

3. Height: 2-5 Stories



Question: I understand the information about building height 2-5 stories.

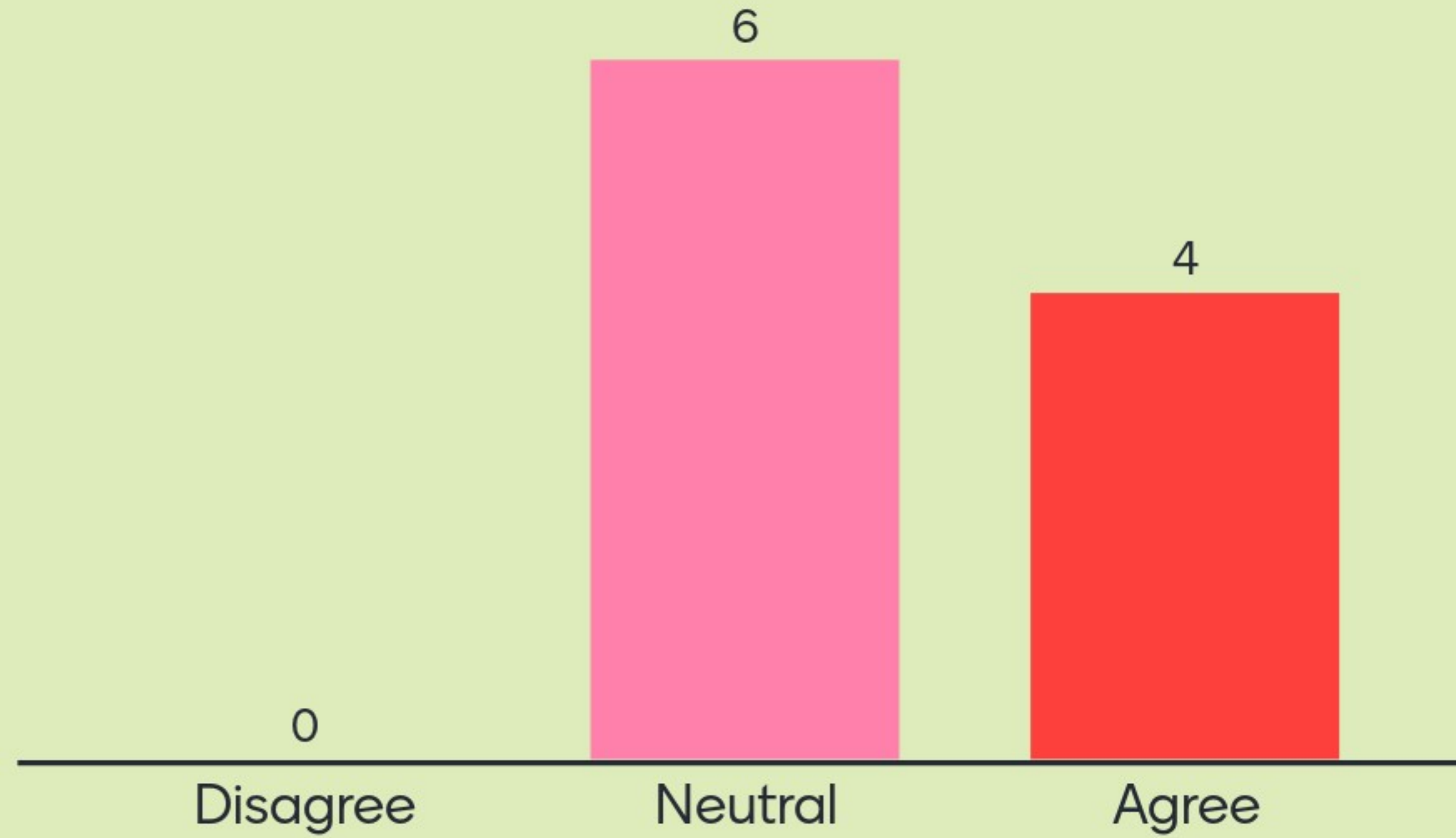
Strongly agree, agree, disagree, strongly disagree

Question: Should building heights be changed? If so, how?

- a. I don't want to change anything about building heights as shown on the table.
- b. I want to decrease minimum building heights
- c. I want to increase minimum building heights
- d. I want to decrease maximum building heights
- e. I want to increase maximum building heights

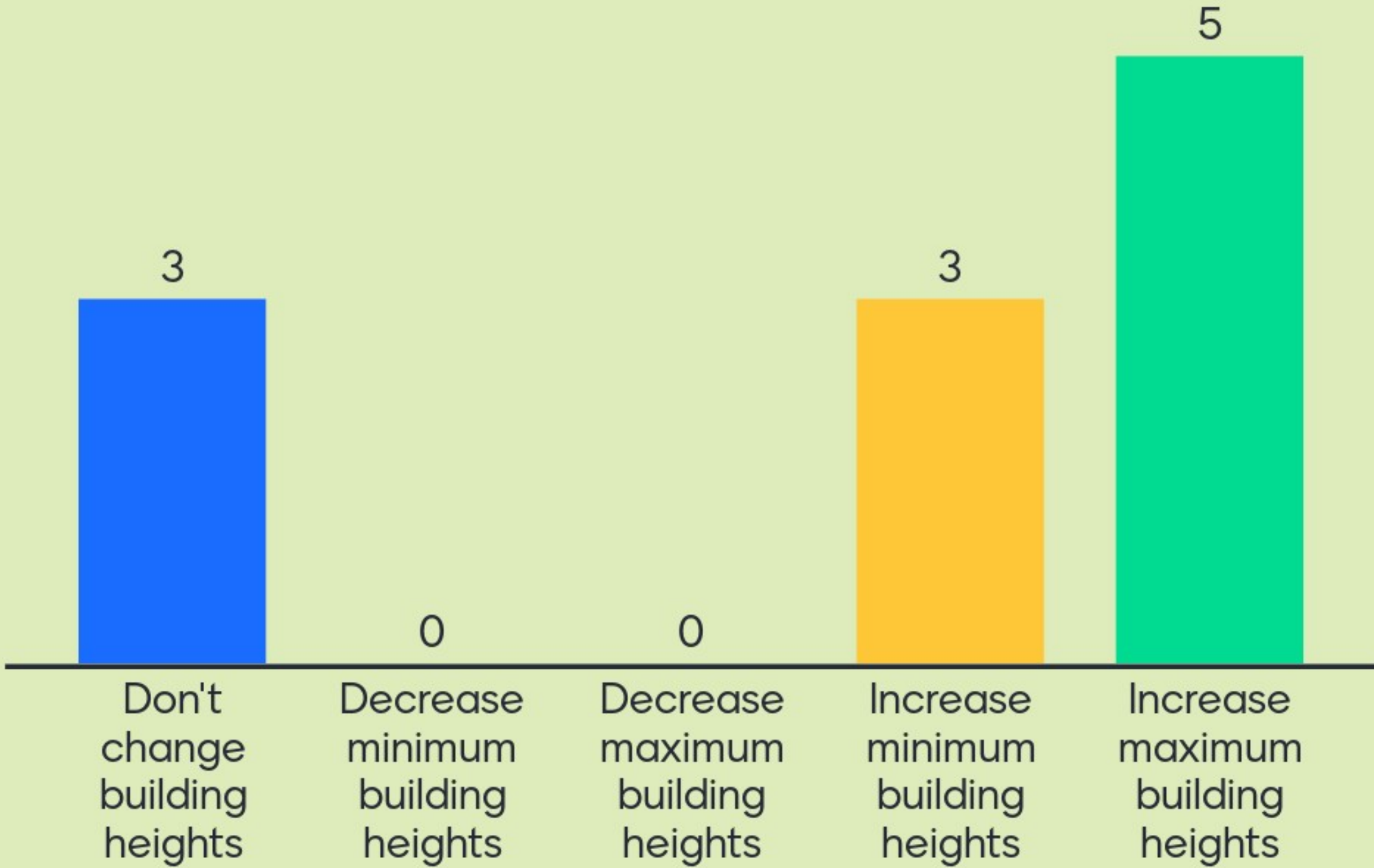
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Transitional Neighborhood (fka Urban General 2)	2	4	15,000 (20,000 for grocery stores only)
Strollable Neighborhood (fka Urban Neighborhood)	2	3	7,000

I understand the information about building height.



Should building heights be changed? If so, how?

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Shopfront* *a subset of Town Center	3	5	15,000 (20,000 for grocery stores only)
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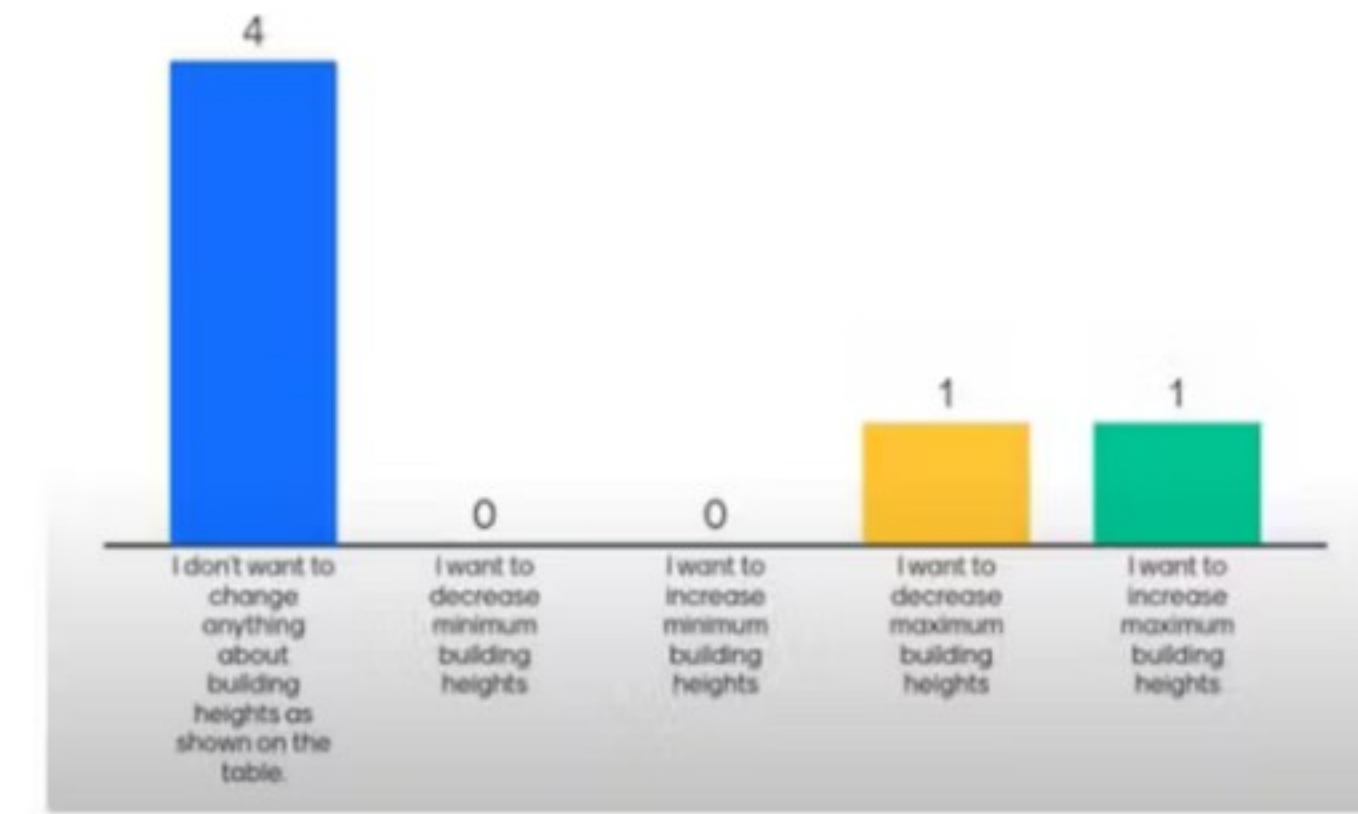


“Straw Poll”

- Tool: Mentimeter
- The first time we used a live survey tool in a public meeting
- Initial poll > discussion > final poll

7:45 PM TOPIC 3: BUILDING HEIGHT, 3-5 STORIES – Should building heights be changed? If so, how?

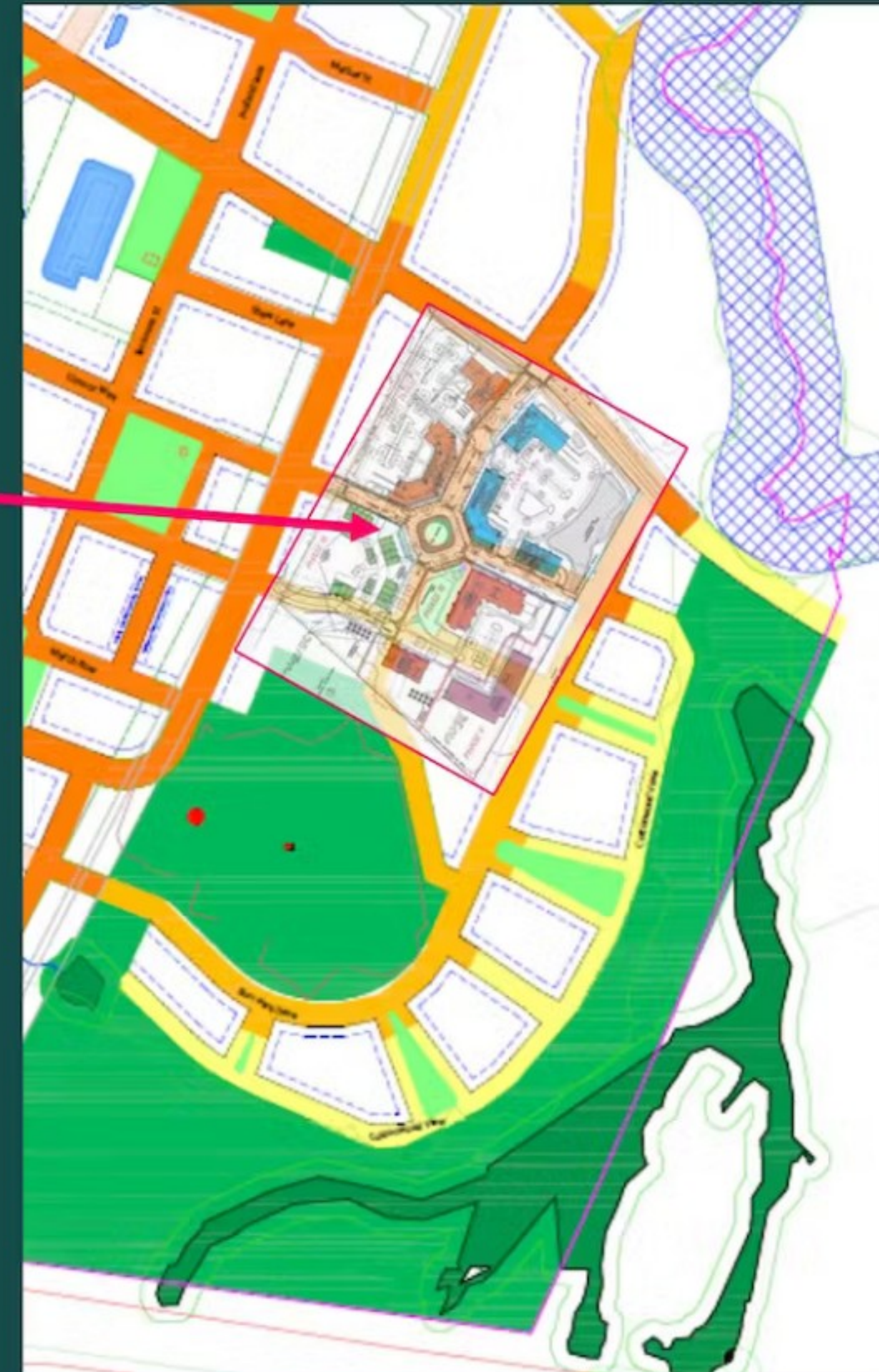
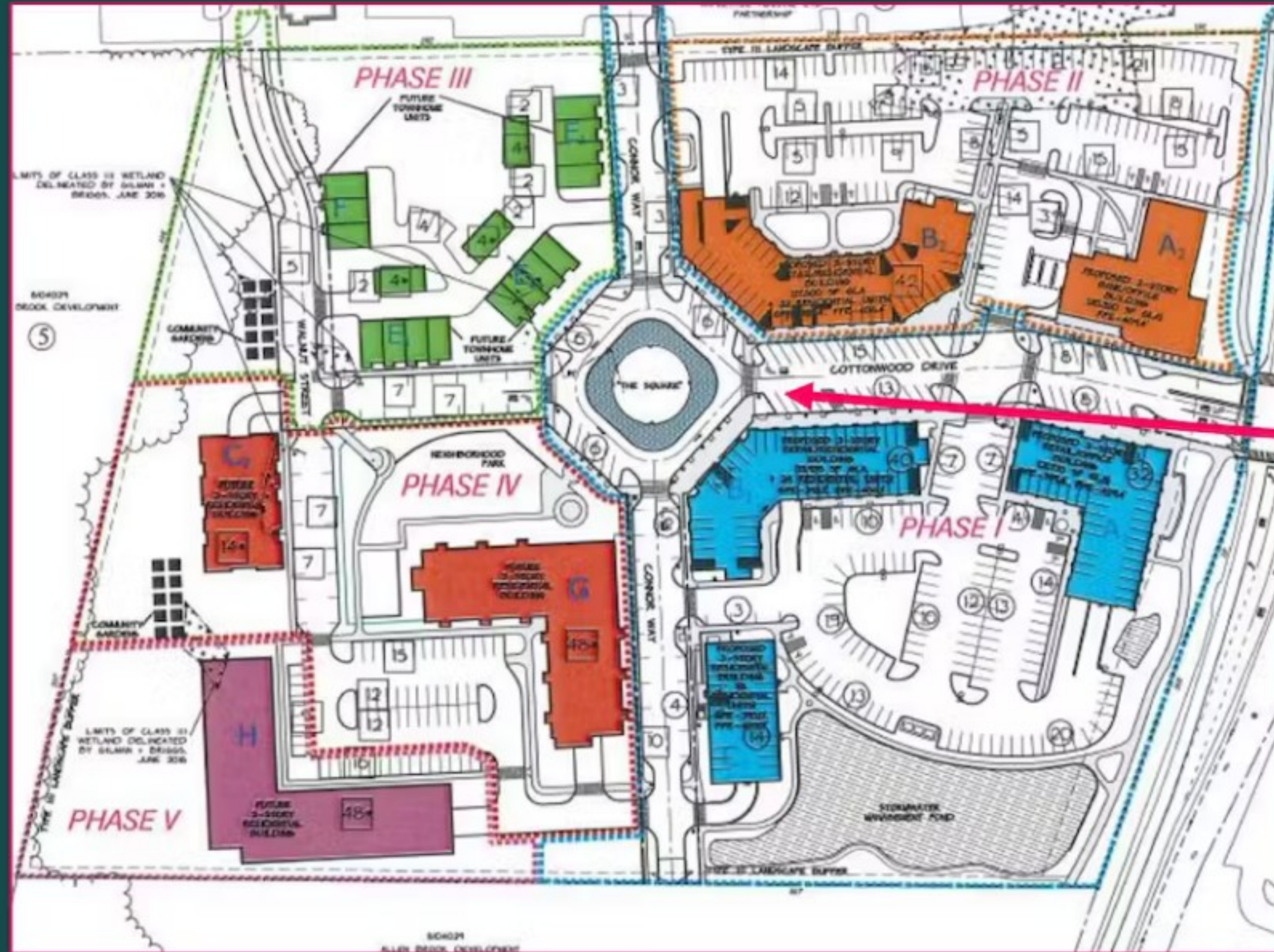
Initial Vote:



Discussion:

Emily went over the different areas of the Taft Corners district where different building heights are allowed. Matt stated the allowed building heights in the Code reflect the number of full stories allowed, and there is an attic story allowed on top of the full stories provided it is built into a pitched roof with specific architectural standards. It amounts to ¼ story. If building height is measured in feet, it would not differ significantly from the 56 ft height limit we have today. Meghan stated if 4/5 story buildings are allowed to have flat roofs, it would decrease the maximum heights. Meghan stated the Planning Commission members should keep in mind the 4-story height bonus currently allowed under the bylaw for affordable housing and structured parking. So this would not represent much change from what is currently allowed. Geoff noted that the Code is very particular about the attic story in that there are specific requirements about roof pitch and a limit on dormer size. Meghan noted the benefits of allowing taller buildings such as greater efficiency in costs, energy use, transportation, tax base – all goals of the Comprehensive Plan. Cate stated she is not in favor of 5 stories at all. She thinks it will change the feel of the town. She may be in favor of 4 stories in some places. Chapin says is sympathetic to Cate's viewpoint but respectfully disagrees with her. Meghan stated it might be helpful to think of it more in terms of a college campus – this is closer to that than to Boston or other urban area. Cate stated that UVM also has a lot of green space, which the Regulating Plan does not have, so it would feel different. Meghan stated Alex Daley is also not in favor of 5-story buildings. The Planning Commission redid the survey. Five Commissioners voted not to change building height allowances and one Commissioner voted to decrease the maximum building height.

8. Cottonwood Crossing/LaPierre



Cottonwood Crossing Plans overlaid on Regulating Plan



Existing streets & ROW

Parcel boundaries

Steep slopes & wetlands

State vs. local roads

Utilities and VELCO lines

Local conservation areas

8. Cottonwood Crossing/LaPierre

- [Senecal Testimony March 1, 2022](#)
- [Staff Response to Senecal Letter March 8, 2022](#)

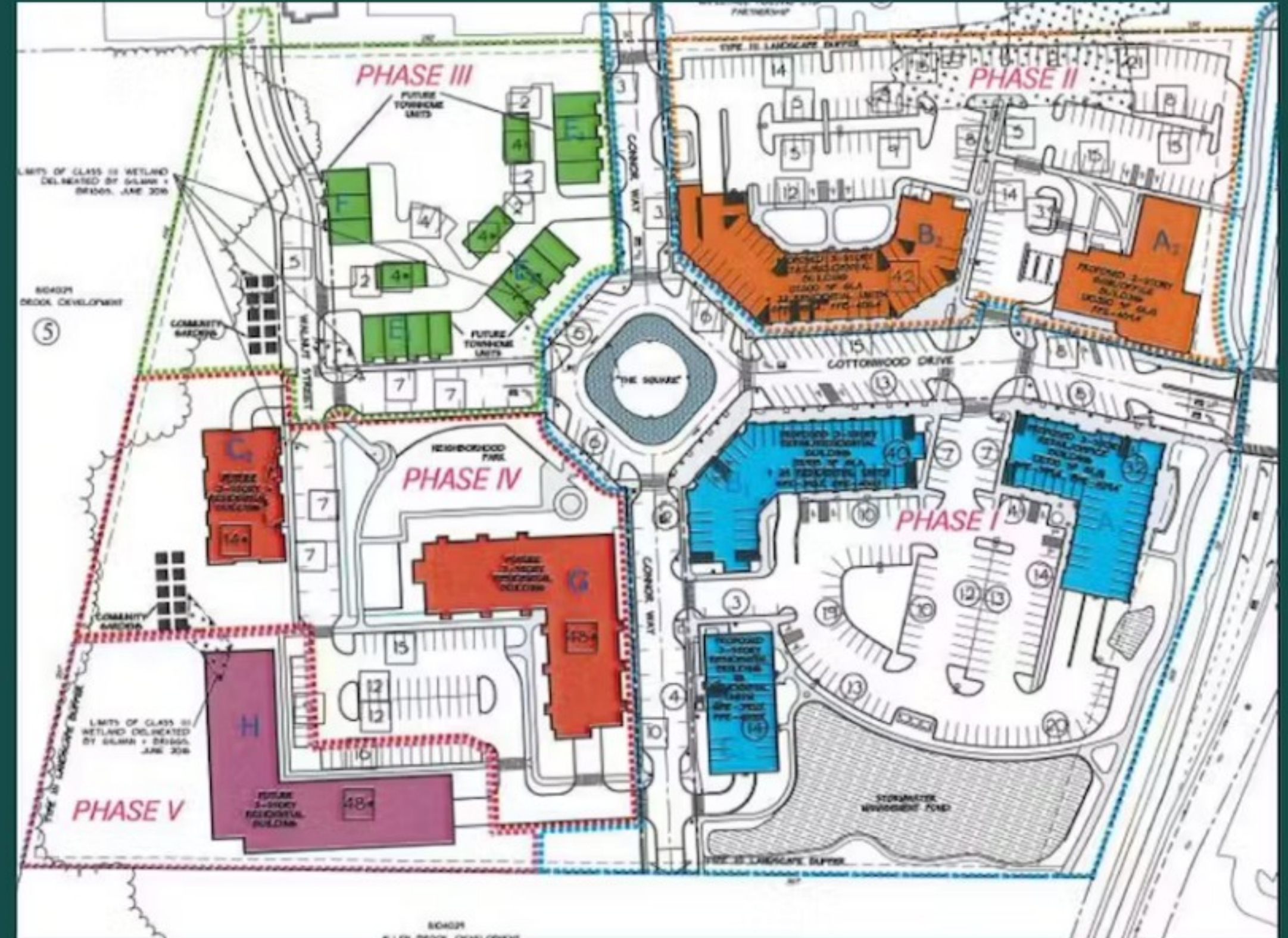
Concerns: Regulating Plan (street layout and block sizes), building height, footprint size,

Technical questions (answered in staff memo): parking, street furniture elements, private open space, Project Review Committee, parking calculation and more

8. Cottonwood Crossing/LaPierre

Timeline - Cottonwood Crossing

- **2007** - Proposed by Allen Brook Development, received Growth Management Allocation; never built
- **2015** - Permit process renewed
- **2017** - first permits to begin construction of infrastructure and Building A1 (construction not started until 2019)
- **2019** - revised Phases I and II to include Community Bank among other minor changes
- **TODAY** - Cottonwood Crossing
 - Phase I: Active. 1 building under construction, 2 fully permitted.
 - Phase II: Completed. 2 buildings (Community Bank & Apts w/ Jr's Pizza)
 - Phase III-V: Not started. Streets & building footprints vested, architectural and site details are not yet permitted



8. Cottonwood Crossing/LaPierre

Williston
OBSERVER

That 15 percent would include off-street parking, alleyways and private open spaces, leaving him about 5 acres, out of 80, to put buildings on.

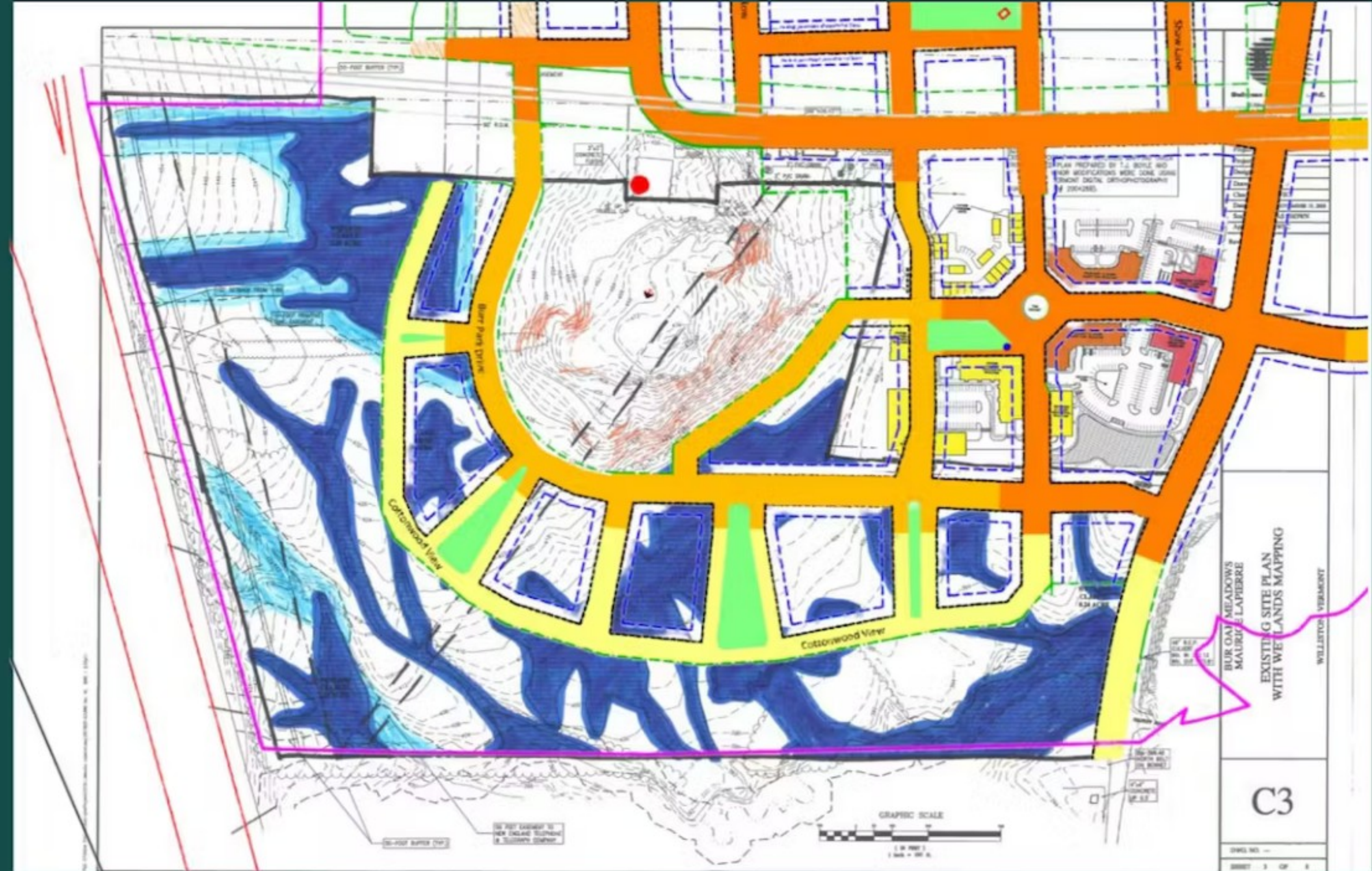
60.21 Ac total Senecal per Reg Plan 1.
27.9 Ac total Blocks per Reg Plan 1.
1.92 Ac Civic Green
13.3 Ac Natural - Bur Oak
17 Ac Street-Space per Reg Plan 1.



8. Cottonwood Crossing/LaPierre

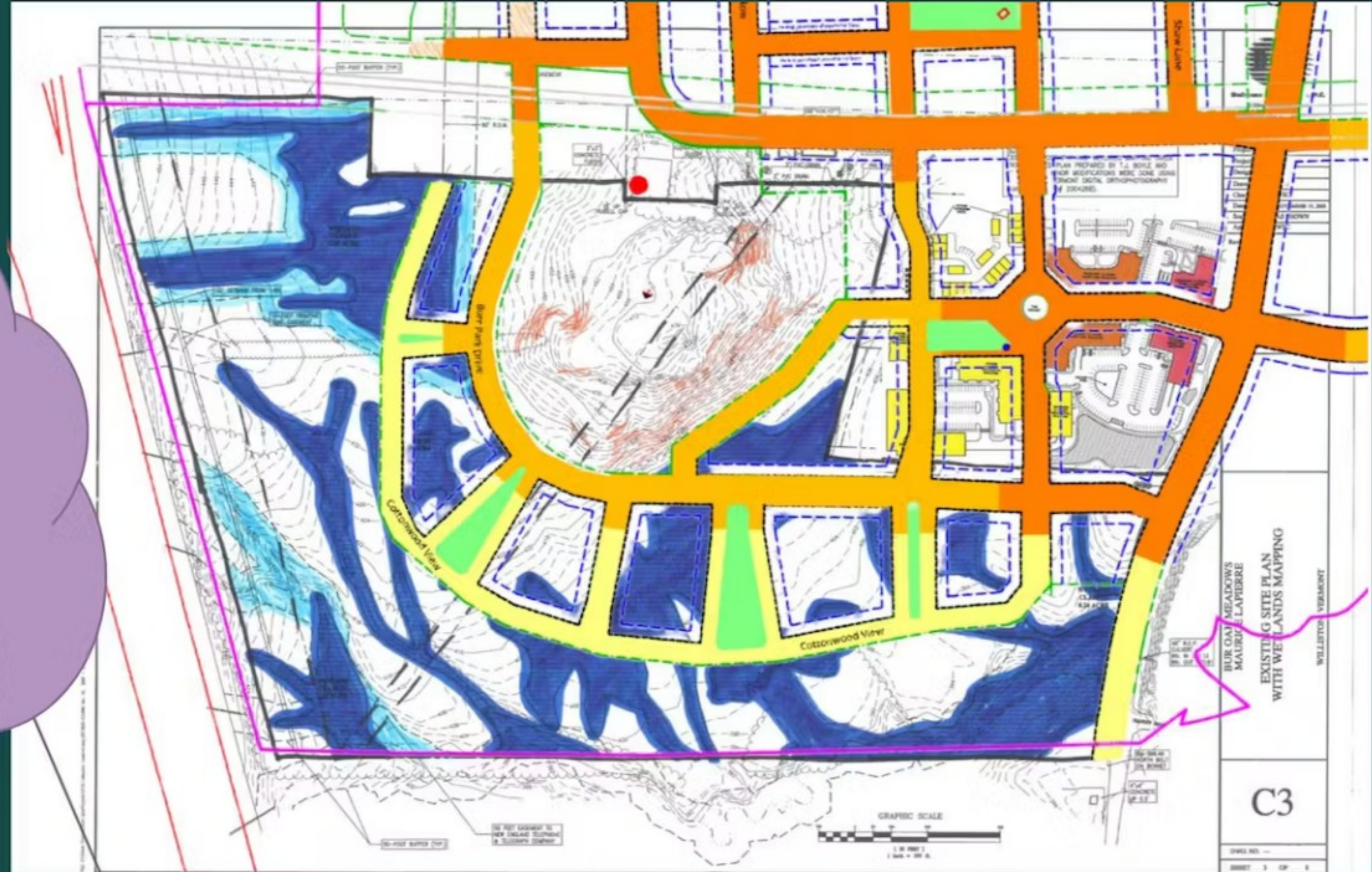
LaPierre's concept plan
wetlands delineation
from 2005

Overlaid with Cottonwood
Crossing overlay and
Regulating Plan



8. Cottonwood Crossing/LaPierre

Staff notes: State and local wetland regulations may preclude development to the extent shown on the Regulating Plan for the LaPierre land. When the landowner is ready to begin the permitting process and receives an updated wetlands delineation, then the Planning Commission should engage in a legislative amendment to the Regulating Plan to revise the block, street, and park lay out.



8. Cottonwood Crossing/LaPierre



Q - Should the Regulating Plan be revised?

- **Yes**
- **No**
- **I have another idea (explain in discussion)**

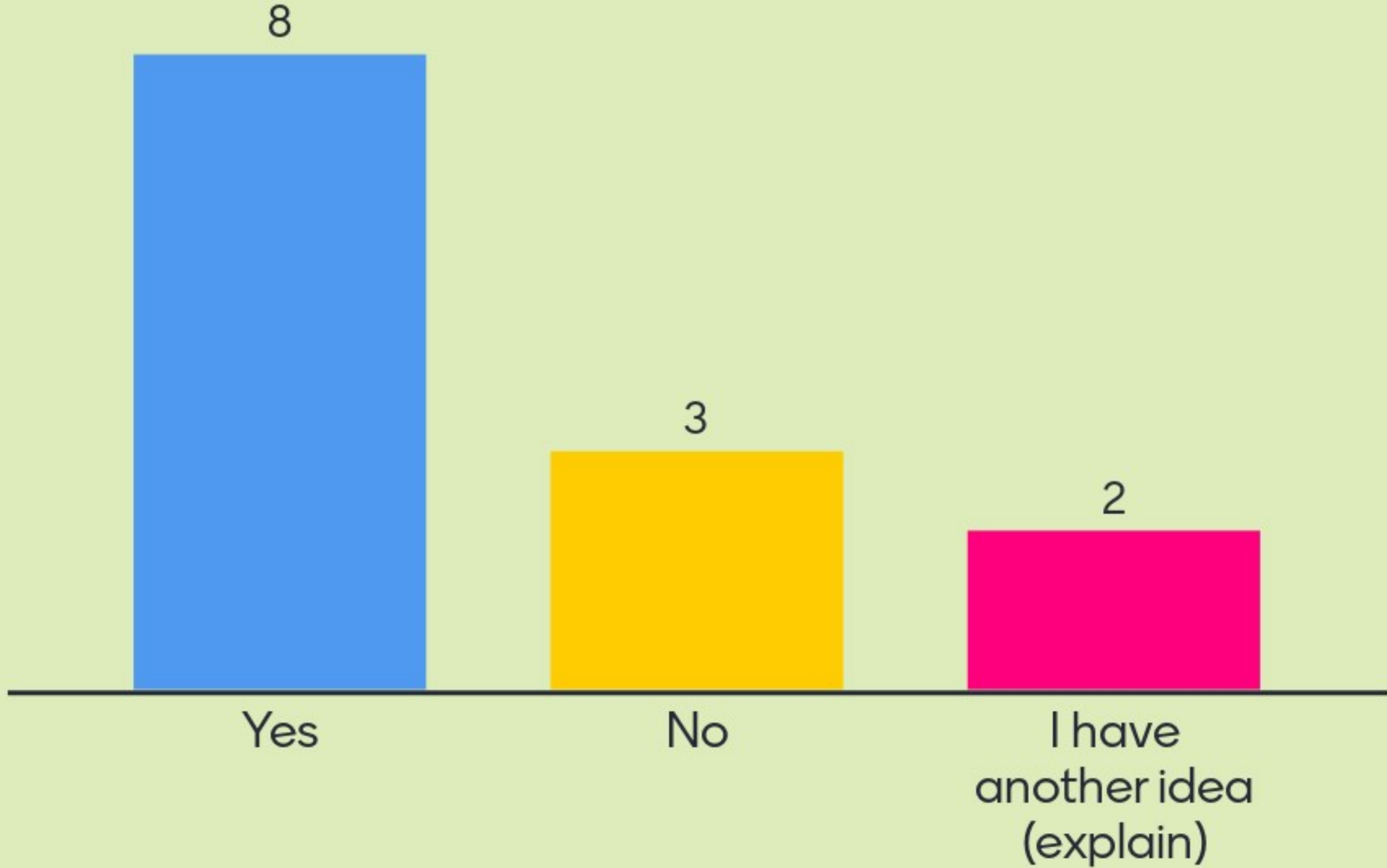


Original



February 15 brainstorm

Should the Regulating Plan Map be changed?

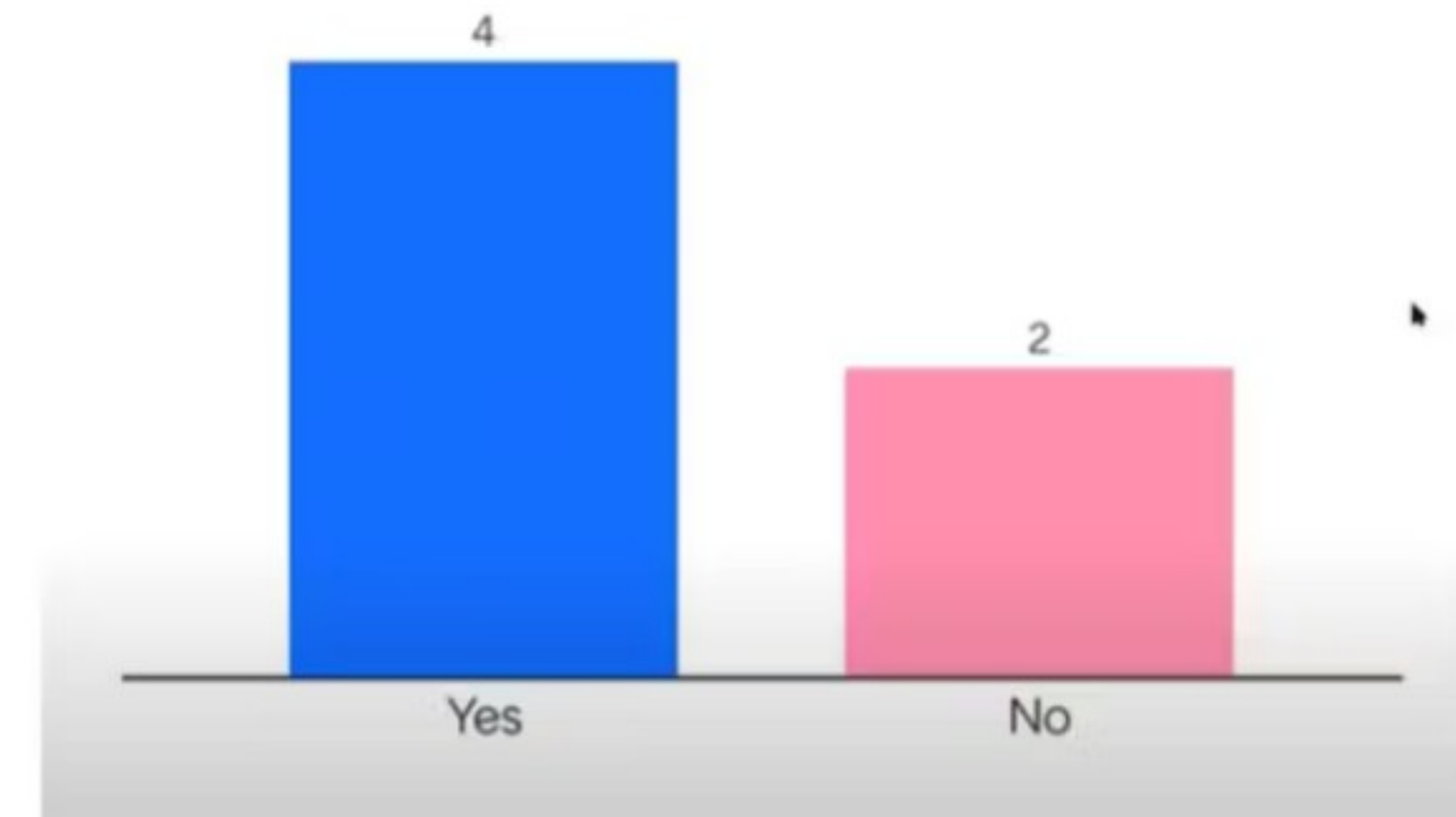


“Straw Poll”

- 3 public hearings
- 1 work session (2 hrs, 20 mins)
- Planning Commission voted to transmit to Selectboard & staff had clear direction on edits

8:10 PM TOPIC 8: COTTONWOOD CROSSING/LAPIERRE – Should the Regulating Plan be revised? (for the Cottonwood Crossing property)

Initial Vote:



Discussion:

Chapin stated he was not in favor of it. Given the wetlands the proposed additional developable area seems arbitrary anyways, and there is a wildlife corridor that would be eliminated with the new proposal. Chapin stated that the Regulating Plan will need to be revised anyway once wetlands are delineated and it doesn't make sense to revise it now based on incomplete information. **The Planning Commission redid the survey. The second vote was 3-3.** Matt stated the wetland delineation is very old. He also noted that streets can cross wetlands under the town's bylaw and state law. It's likely a developer would be asking the Planning Commission to amend the Regulating Plan because it's a ways out and there are constraints that need to be figured out. masterplan a development so would require amendments anyway, so he thinks it doesn't matter much. Emily stated the original intent was to have the street up against the Bur Oak Knoll, increasing access to the public. She thinks keeping as is would be more in line with the intent of the vision plan, but to expect a revision to this quadrant in the future. Meghan suggested **keeping it as is for the time being**, with the understanding that there will be a lot of changes in the future.

3

Development Review Process

Staff reports to the Development Review Board (DRB)

WILLISTON DEVELOPMENT REVIEW BOARD STAFF REPORT

DP 21-18	Discretionary Permit	The Annex
PERMIT NUMBER	REVIEW PHASE	PROJECT NAME
Beaudry Lane & Alpine Drive	08-102-028-000; 08-102-048-000	Essex Alliance Church
PROPERTY ADDRESS	PARCEL ID NUMBER	PROPERTY OWNER
July 26, 2022 & Sept 27, 2022	The Snyder Group, Inc. c/o Chris Snyder	Andy Rowe, Snyder; Daniel Heil, TCE
HEARING DATE	APPLICANT	REPRESENTATIVE

BRIEF SUMMARY OF REQUEST

This is a request for a discretionary permit to construct Phase I of the Annex. Phase I includes Beaudry Lane, Alpine Drive, Eden Lane, and connection to Chelsea Place/Dunmore Lane. Phase I includes 208 dwellings (173 DUe) as carriage homes, duplexes, townhomes, 2 apartment buildings and the upland/public park. Future Phase II will include the 65-unit senior living facility, 32 townhomes, and 24 units in 3 12-unit buildings. Several changes have been made since the July 26th hearing. Highlights include a traffic signal at Alpine Drive/Route 2A, eliminating Cabot Lane, rerouting the multi-use path, reconfiguring Eden Lane, and full design for both parks.



The property currently has a single-family house on Beaudry Lane and the remaining land is vacant.

54.2 acres	Residential & Vacant	Residential & Commercial	State & Town Roads
PROPERTY SIZE	CURRENT USE	PROPOSED USE	ACCESS
Taft Corners	Yes	Yes	HAAC & WCC
ZONING DISTRICT	DESIGN REVIEW	CONSERVATION REVIEW	ADVISORY BOARDS

APPLICABLE BYLAW CHAPTERS:

<input type="checkbox"/> 2. Nonconforming Lots, Uses, and Structures	<input checked="" type="checkbox"/> 16. Maintenance	<input checked="" type="checkbox"/> 24. Outdoor Lighting
<input type="checkbox"/> 4. Permit Exemptions	<input type="checkbox"/> 17. Non-Residential Accessory Uses and Structures	<input checked="" type="checkbox"/> 25. Signs and Public Art
<input type="checkbox"/> 10. Boundary Adjustments	<input type="checkbox"/> 18. Compatibility, Potential Hazards, and Nuisances	<input checked="" type="checkbox"/> 26. Street Trees
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<input checked="" type="checkbox"/> 13. Access, Connectivity, Traffic Studies	<input type="checkbox"/> 21. Telecommunication Facilities	<input checked="" type="checkbox"/> 29. Watershed Health
<input checked="" type="checkbox"/> 14. Off-Street Parking and Loading	<input checked="" type="checkbox"/> 22. Design Review	<input checked="" type="checkbox"/> 31-42. Zoning District
<input checked="" type="checkbox"/> 15. On-Site Infrastructure	<input checked="" type="checkbox"/> 23. Landscaping	<input checked="" type="checkbox"/> 43-45. Impact Fees

Chapters 1, 3, 5-9, 30, 46 and Appendices are not usually discussed in DRB staff reports.

RECOMMENDED ACTION		
Take Testimony & Close	Tonight	Approve
HEARING ¹	DELIBERATE ²	DECISION ³
<p><i>Procedural notes: ¹When continuing, the DRB must specify reason or request additional information and announce a date certain. ²The DRB cannot deliberate or decide until a hearing has been closed. ³The DRB has 45 days to issue a decision after closing a hearing.</i></p>		
<p>Staff recommends approving the application with the findings of fact, conclusions of law, and conditions of approval as drafted. The DRB and applicant should confirm the number of benches & picnic tables in public park for Finding of Fact #5.</p>		

Citizen comment letter to DRB...



Hello Emily,

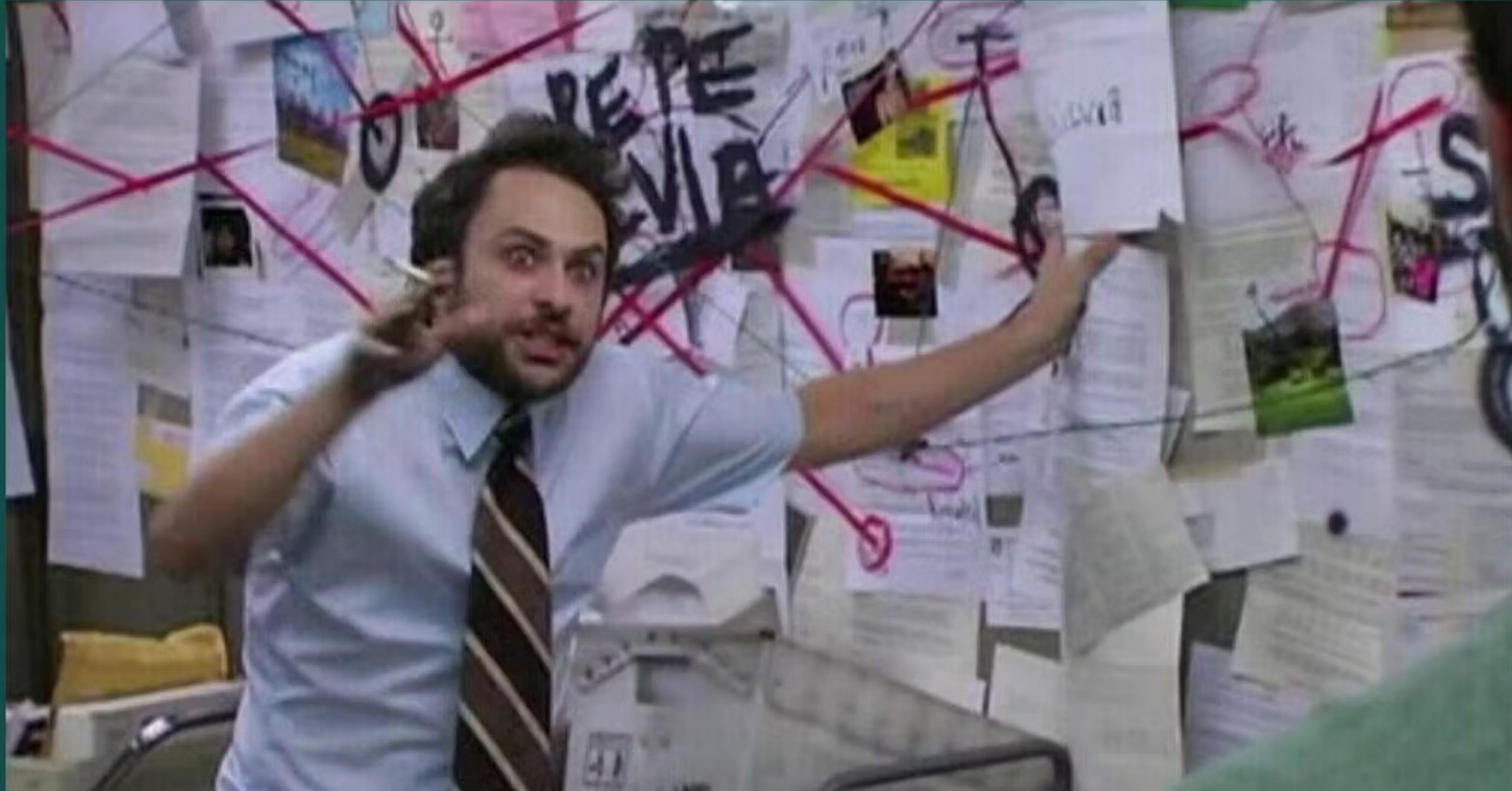
Unfortunately I will not be able to speak at the DRB meeting due to a conflict at 8pm. I understand if this letter reaches the board too late to be considered. Either way -

My name is : [redacted], m, [redacted] and I recently moved to Williston. I moved to Vermont 4 years ago from the Chicago suburbs. I grew up in a highly developed area, that looks close to nothing like most of Vermont. However, we had the infrastructure for it. The main roads, which is what I would consider roads like 2, 2A, Mountain View Road, etc, were all two lanes each way. Currently, our roads in Williston are single lane each way, and there is no room to expand them in most places. It is my (unprofessional) opinion that development on this scale requires more infrastructure by way of roads. I would request a thorough traffic study.

Additionally, there are a number of large developments in process right now. A couple months ago, one could look around and think - sure, we still have room to grow. But, as the development in Finney Crossing has continued, and the development across from Tafts Corners has gotten going, I think we need to know the impacts of those developments before plowing forward on something new. Ultimately, the developers ultimate goal is not to create a lively and welcoming community, it is to create a financially beneficial project that meets requirements. It is the role of the DRB to enforce the goals of the town, and keep it a town as a place that we all love to be and encourage the town in that direction. If I got to vote, I would vote a hold on this until we know the impacts of current developments, and even as we do that the scope would be greatly decreased.

Thank you for your time,

My brain after reading that letter...



People want to be
helped, heard, or
hugged*

Wisdom for high-quality
listening



How I respond...



Hello Emily,

Unfortunately I will not be able to speak at the DRB meeting due to a conflict at 8pm. I understand if this letter reaches the board too late to be considered. Either way -

My name is : [redacted], m, [redacted] and I recently moved to Williston. I moved to Vermont 4 years ago from the Chicago suburbs. I grew up in a highly developed area, that looks close to nothing like most of Vermont. However, we had the infrastructure for it. The main roads, which is what I would consider roads like 2, 2A, Mountain View Road, etc, were all two lanes each way. Currently, our roads in Williston are single lane each way, and there is no room to expand them in most places. It is my (unprofessional) opinion that development on this scale requires more infrastructure by way of roads. I would request a thorough traffic study.

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Thank you for your time,

Explain/link to:

- **Traffic study principles**
- **Zoning districts**
- **Circ alternatives**
- **Building Homes Together data**
- **County & local transportation plan**
- **School and demographic data**
- **DRB role & process**
- **Due process**



Project and property information


DP 21-18	Discretionary Permit	The Annex
PERMIT NUMBER	REVIEW PHASE	PROJECT NAME
Beaudry Lane & Alpine Drive	08-102-028-000; 08-102-048-000	Essex Alliance Church
PROPERTY ADDRESS	PARCEL ID NUMBER	PROPERTY OWNER
July 26, 2022 & Sept 27, 2022	The Snyder Group, Inc. c/o Chris Snyder	Andy Rowe, Snyder; Daniel Heil, TCE
HEARING DATE	APPLICANT	REPRESENTATIVE

Overview summary

BRIEF SUMMARY OF REQUEST

This is a request for a discretionary permit to construct Phase I of the Annex. Phase I includes Beaudry Lane, Alpine Drive, Eden Lane, and connection to Chelsea Place/Dunmore Lane. Phase I includes 208 dwellings (173 DUE) as carriage homes, duplexes, townhomes, 2 apartment buildings and the upland/public park. Future Phase II will include the 65-unit senior living facility, 32 townhomes, and 24 units in 3 12-unit buildings. Several changes have been made since the July 26th hearing. Highlights include a traffic signal at Alpine Drive/Route 2A, eliminating Cabot Lane, rerouting the multi-use path, reconfiguring Eden Lane, and full design for both parks.

The property currently has a single-family house on Beaudry Lane and the remaining land is vacant.



Site plan or rendering photo

Applicable bylaw chapters

54.2 acres	Residential & Vacant	Residential & Commercial	State & Town Roads
PROPERTY SIZE	CURRENT USE	PROPOSED USE	ACCESS
Taft Corners	Yes	Yes	HAAC & WCC
ZONING DISTRICT	DESIGN REVIEW	CONSERVATION REVIEW	ADVISORY BOARDS

APPLICABLE BYLAW CHAPTERS:

<input type="checkbox"/> 2. Nonconforming Lots, Uses, and Structures	<input checked="" type="checkbox"/> 16. Maintenance	<input checked="" type="checkbox"/> 24. Outdoor Lighting
<input type="checkbox"/> 4. Permit Exemptions	<input type="checkbox"/> 17. Non-Residential Accessory Uses and Structures	<input checked="" type="checkbox"/> 25. Signs and Public Art
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Chapters 1, 3, 5-9, 30, 46 and Appendices are not usually discussed in DRB staff reports.

Recommended decision

RECOMMENDED ACTION		
Take Testimony & Close	Tonight	Approve
HEARING ¹	DELIBERATE ²	DECISION ³
<i>Procedural notes: ¹When continuing, the DRB must specify reason or request additional information and announce a date certain. ²The DRB cannot deliberate or decide until a hearing has been closed. ³The DRB has 45 days to issue a decision after closing a hearing.</i>		
Staff recommends approving the application with the findings of fact, conclusions of law, and conditions of approval as drafted. The DRB and applicant should confirm the number of benches & picnic tables in public park for Finding of Fact #5.		



Chapter title

Access, Connectivity, Traffic Studies **Standard**– Complies as proposed.

WDB 13 DECISION

Beaudry Lane near Route 2A: Discussed separately.

Route 2A Access: Access onto a state highway is controlled by Vermont Agency of Transportation (aka “VTrans” or “VT AOT”). The applicant has submitted a permit to VTrans. The DRB does not have authority over state highway intersections. Town Departments have submitted a comment letter to VTrans about the access onto Route 2A in support of turning lanes and/or a signal to improve traffic flow and safety at the Alpine Drive and Beaudry Lane intersections. The revised plan set includes a traffic signal and a southbound left turn lane on Route 2A.

Beaudry Lane at Chelsea Place (near Dunmore Lane): Complies as proposed. The revised plans add a crosswalk and reduce the corner radii to 20’ to improve pedestrian & cyclist safety at this intersection (Sheet C2-04). This creates a shorter walking distance across Beaudry Lane and requires turning vehicles to slow down. DPW agreed to this modification in town ROW. Connectivity to the EAC property from Chelsea Place platted with the Chelsea Commons subdivision (SUB 93-06) with 60’ ROW dedicated to the Town. The DRB cannot require the access to Dunmore Lane be emergency only or gated – the Zoning Bylaws and DPW Specifications do not have standards for one-way or gated/emergency access-only streets.

Traffic Study: Complies as proposed. A traffic study was requested at pre-application and included. A revised traffic study was provided, dated September 2022. Ultimately, intersections improvements on state highways are beyond the jurisdiction of the town. Traffic studies analyze predicted vehicle congestion at intersections and level of service. Level of service is average delay (measured as seconds per vehicle). The longer the wait, the worse the LOS rating. The purpose of a traffic study is to determine if vehicle queuing would get to a level that warrants intersection improvements, such as dedicated turning lane or traffic signals. Additional traffic calming through abutting neighborhoods (Chelsea Commons, Finney Crossing) is beyond the authority of the DRB and subject to the Selectboard’s [Traffic Calming Policy](#).

BYLAW EXCERPT:

13.7 Connectivity. Consistent with Policy 6.3 of the Town Plan, developments should have safe, functional connections with adjoining developments for vehicles, bicyclists, and pedestrians. Interconnected street and trail systems, shared points of access, and shared parking will be required wherever they are not precluded by physical barriers, including property ownership, historic land use patterns, and difficult terrain.

13.5.4 Can access be provided by an emergency access road that does not meet the standards for a private or public road? Where two points of access are required, both must meet Williston’s standards for a private or public road, whichever applies. The DRB may permit an exception to this standard for an emergency access for a nonresidential development, like an industrial plant, where control of public access is an operational necessity.

Discussion with leader sentence

Link to separate ordinance or policy guides for hot topics

Decision summary

Excerpt of property plat or other site plan

Bylaw excerpts

EXCERPT FROM SUB 93-06 FINAL PLANS:



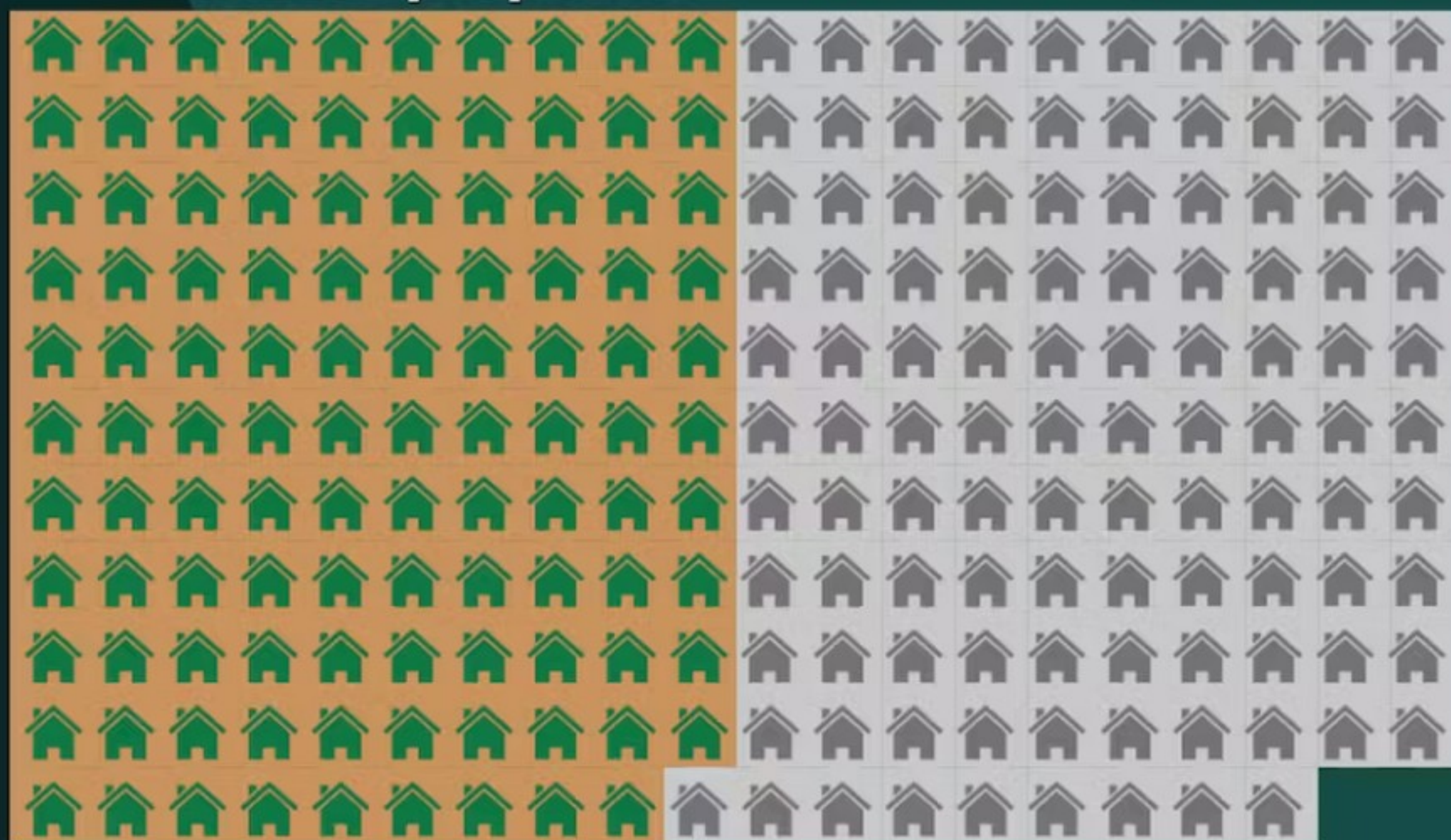
4

Infographics from the vault

A random sampling from
various projects

109 homes proposed

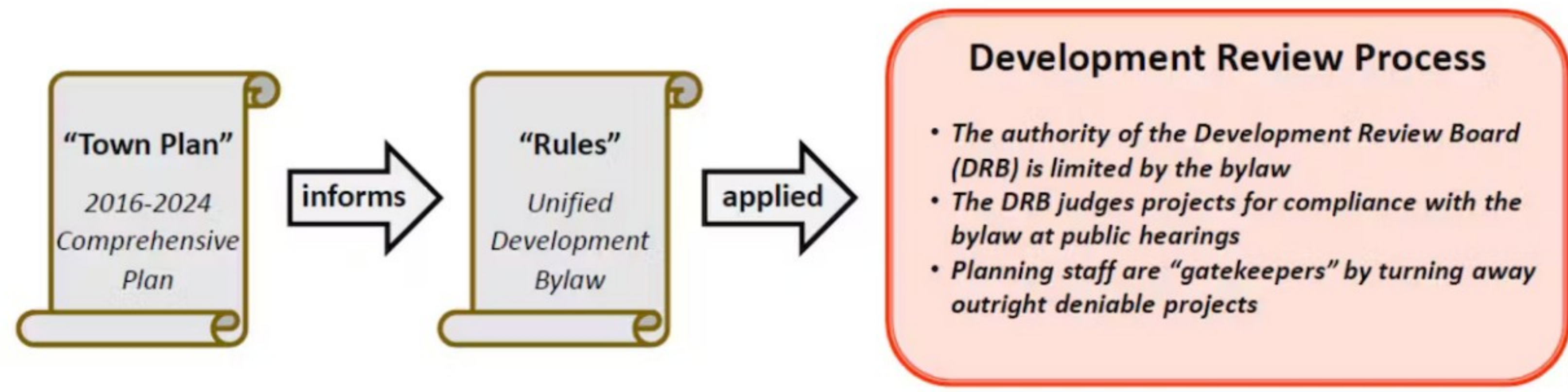
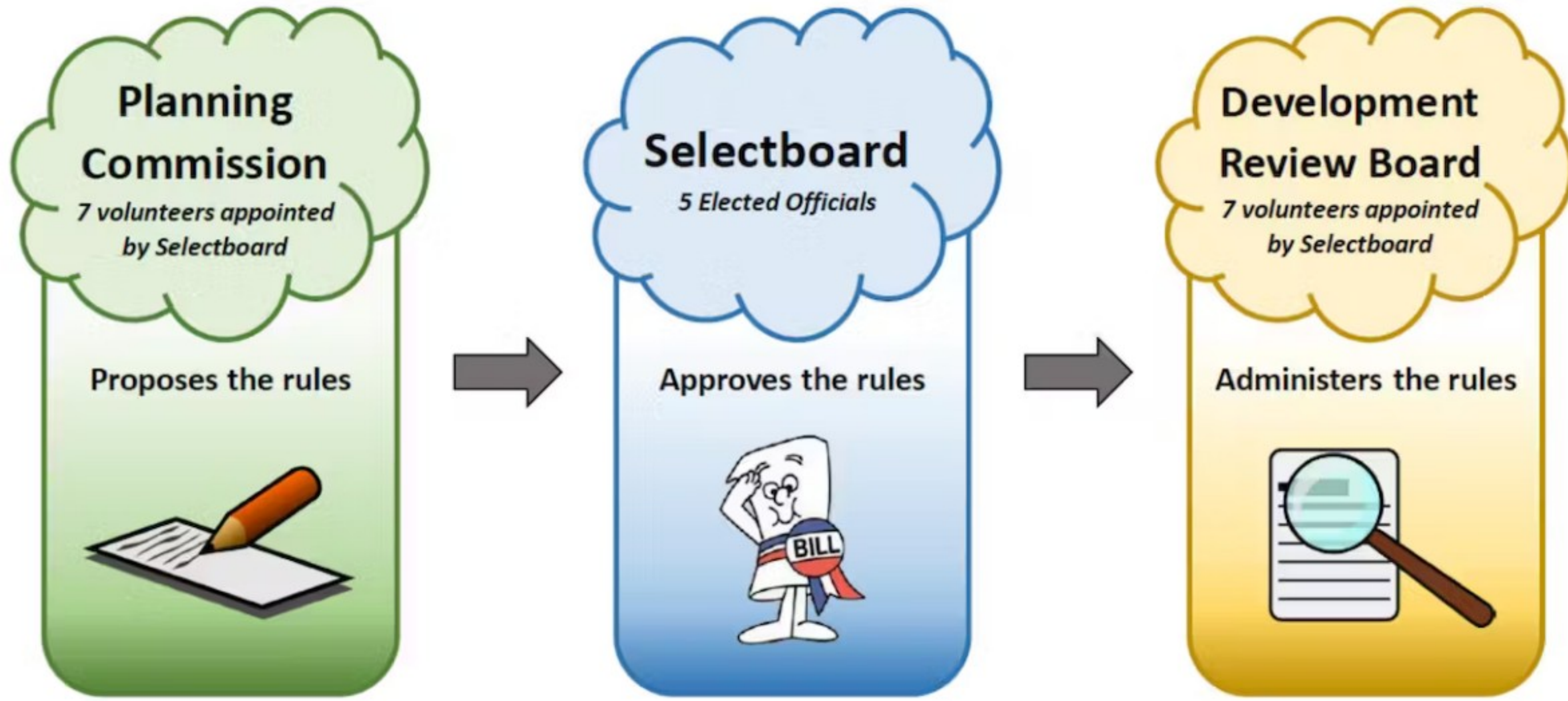
218 homes allowed



K.I.S.S.
Keep it simple,
sweetie

Wisdom for moments of
FAQ overwhelm







Construction of I-89 in 1962

WILLISTON PLANNING COMMISSION

FORUM ON GROWTH

TUESDAY, MARCH 17 | 7:00 PM

Snacks provided!

WORKSHOP & DISCUSSION
POLICE STATION MEETING ROOM | 7928 WILLISTON ROAD



Jeff Speck critique of Finney Crossing



Old Brick Church (c. 1832)



Mixed-use building
Cottonwood Crossing Phase I



For More Information
802-878-6704 | town.williston.vt.us
Or point smartphone camera at the QR code:



TOWN OF WILLISTON
PLANNING COMMISSION
Agenda

March 17, 2020 - 7:00 P.M.

Police Station Meeting Room – 7928 Williston Road

FORUM ON GROWTH

- 7:00 PM CHECK-IN
GROWTH & DEVELOPMENT ACTIVITY
- 7:15 PM STAFF PRESENTATION
ACTIVITY DE-BRIEF
- 7:40 PM SMALL GROUPS
TOWN GOALS ACTIVITY
DISCUSSION
- 8:00 PM SMALL GROUPS REPORT BACK
- 8:15 PM OPEN Q&A
- 9:00 PM ADJOURN

UPCOMING MEETINGS

- > April 7 - TBD
- > April 21 - TBD

For further information, please call the Planning & Zoning offices at 878-6704 or visit the offices in the Annex at 7878 Williston Road.



Minimum Percentage Open Space...

DOES

- Change the likely design of new subdivisions
- Provide a place to walk
- Provide wildlife habitat
- Protect water quality
- Preserve views
- Preserve agricultural soils for farming and gardening

DOES NOT

- Change the number of allowed dwelling units
- Change the allowable density (units/acre)
- Change the unit size, style, or architectural design
- Change how much traffic developments generate
- Change the allowed design of buildings

Open Space & Density Visualization



Parent Parcel



Without open space



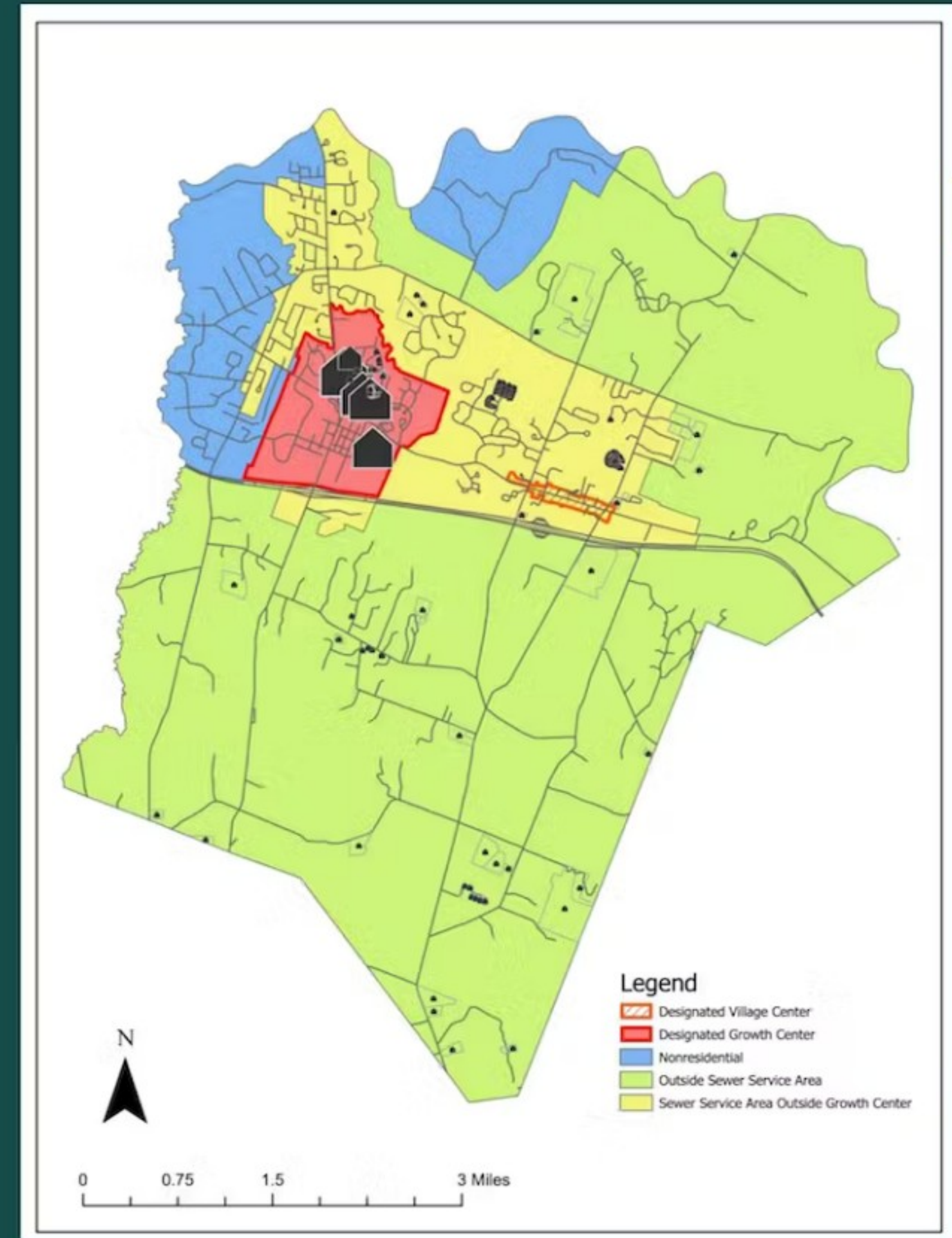
With open space



The basics: zoning districts and growth rates

- Williston's Growth Center is 5% of the land area and 70% of all new homes

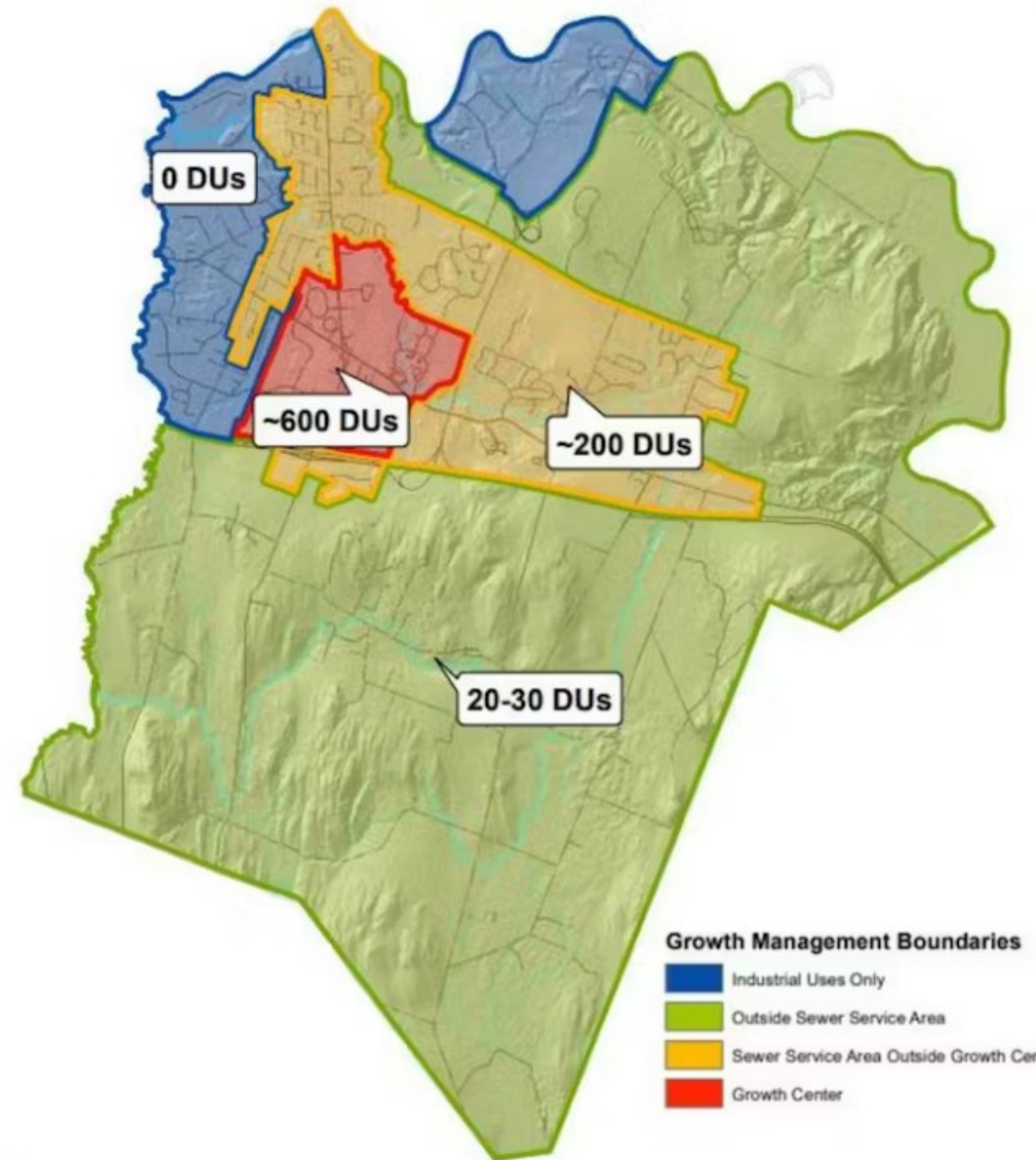
New Dwellings 2007-2022	15-year Total	15-year Percent
Growth Center	778	74%
Sewer Service, Outside GC	174	17%
Outside Sewer Service	94	9%
Non-Residential	0	0%
Total	1,046	100%



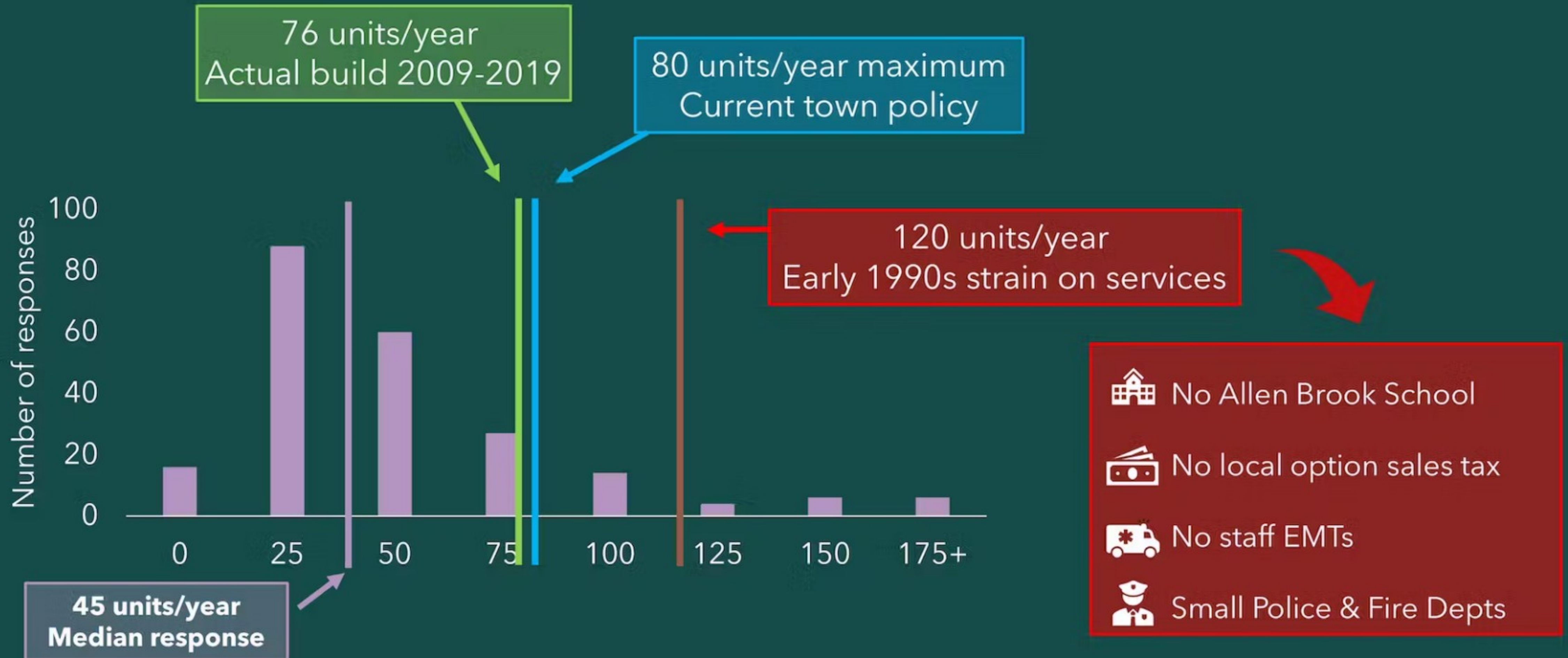
Simple projections



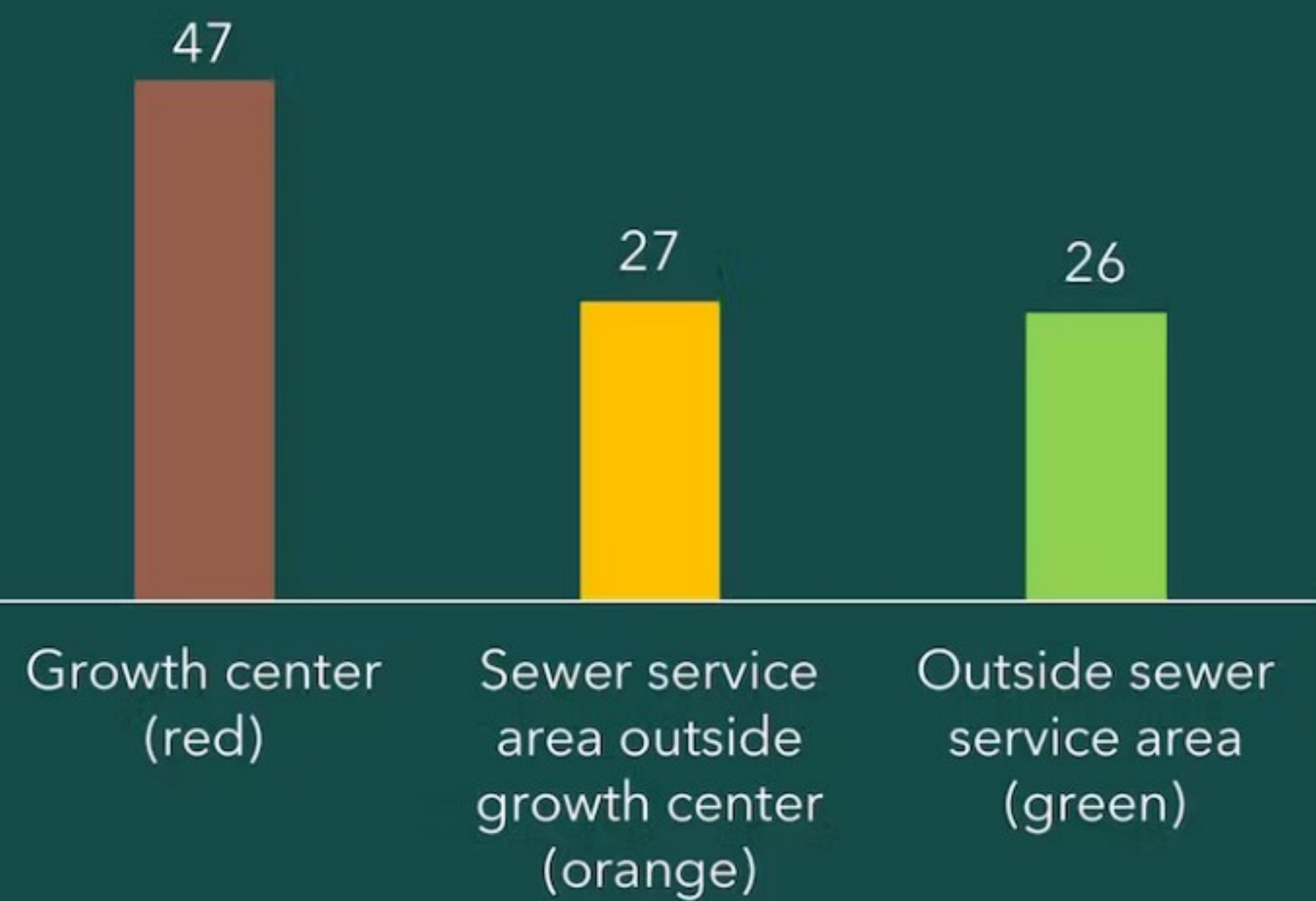
Dwelling
Units Likely
to be Built –
2023-2030



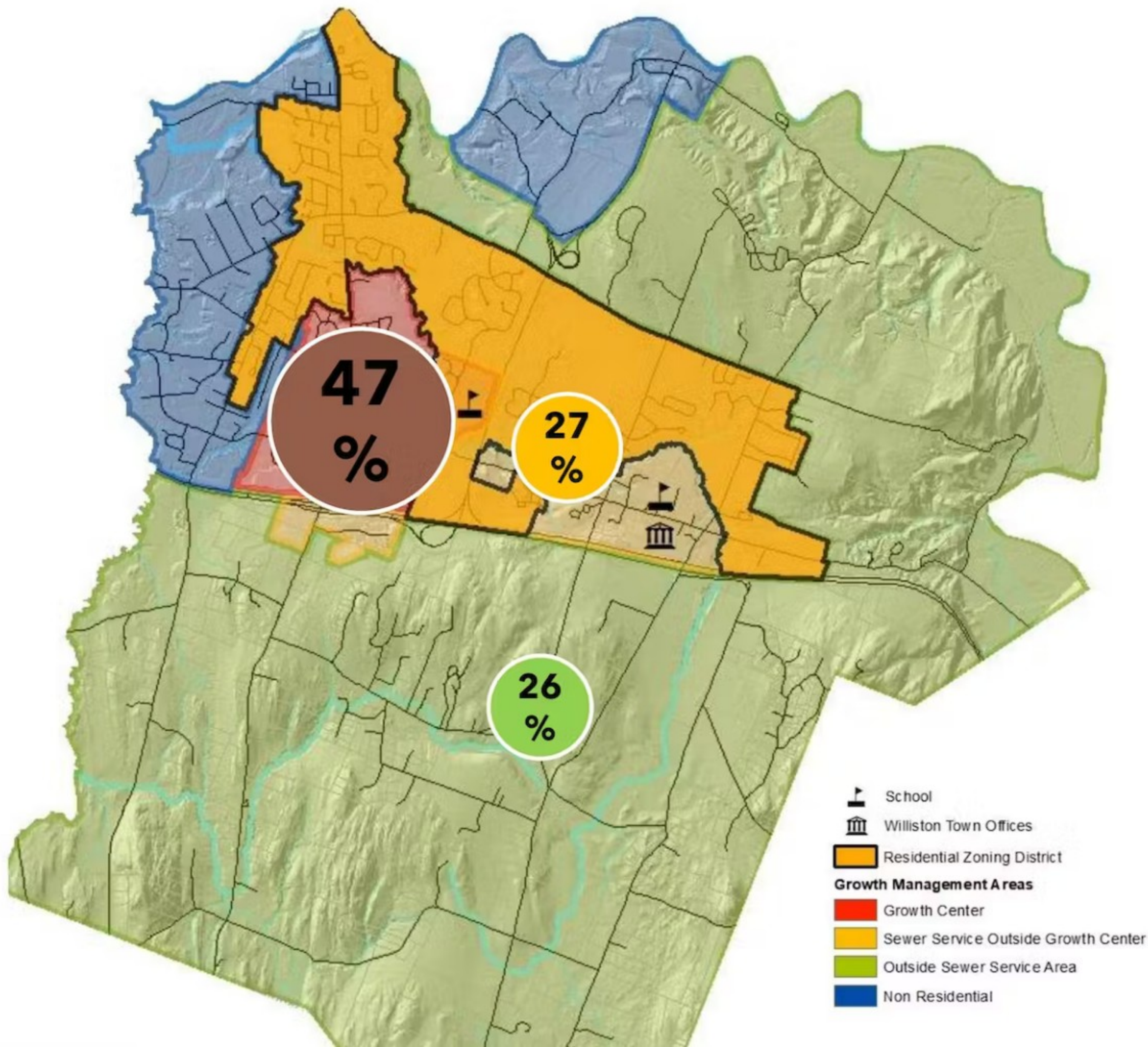
2020 Open Space Survey



Development Location

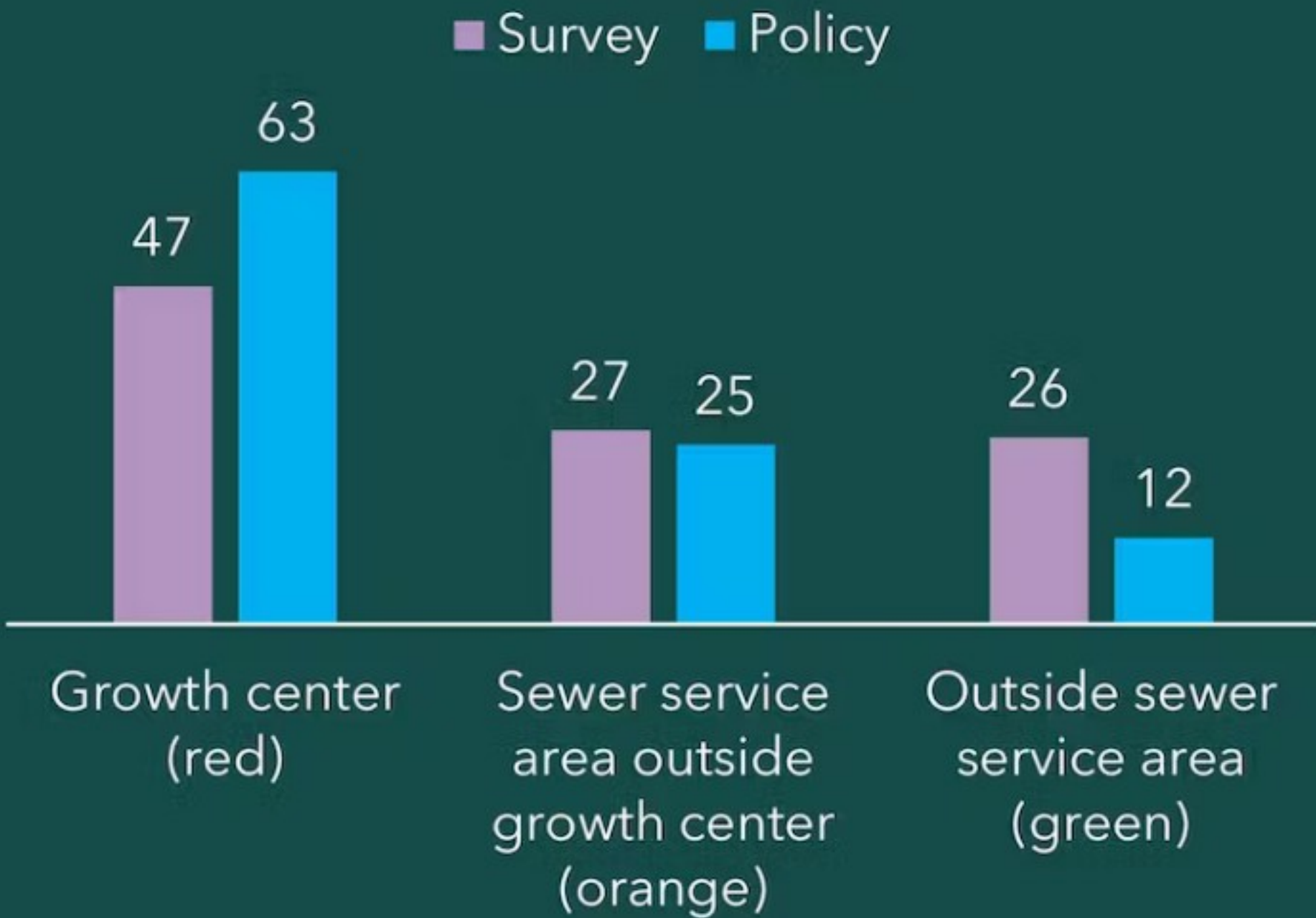


Based on an average of all survey responses

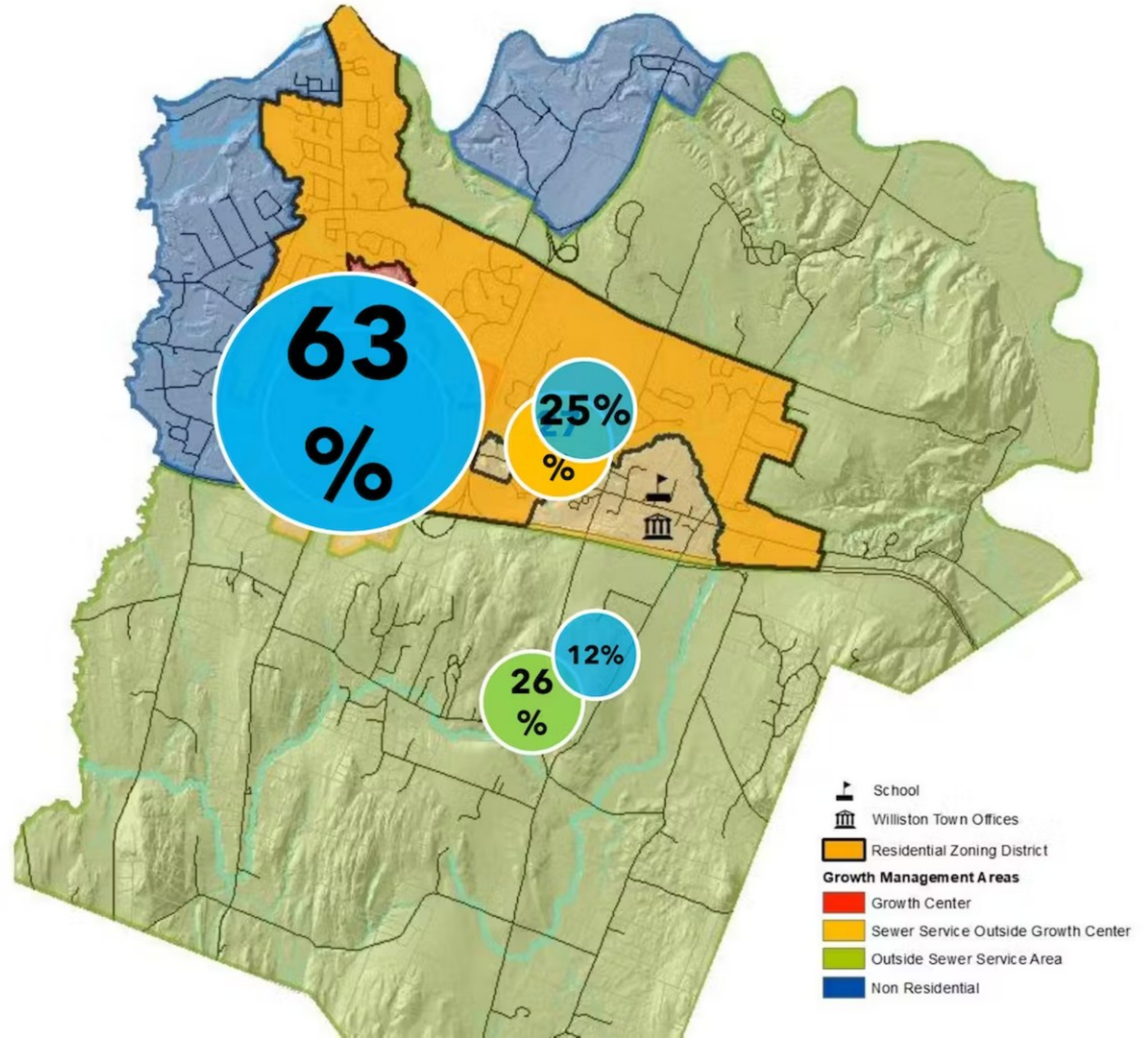


Development Location

Survey responses compared to existing town policy



Based on an average of all survey responses



Yep, another case study





Setting boundaries with imagery

Pursuing specific plan doesn't close doors to other options...



Specific Plan

★ *tonight's focus
and Planning
Commission's role



Conventional
development
review



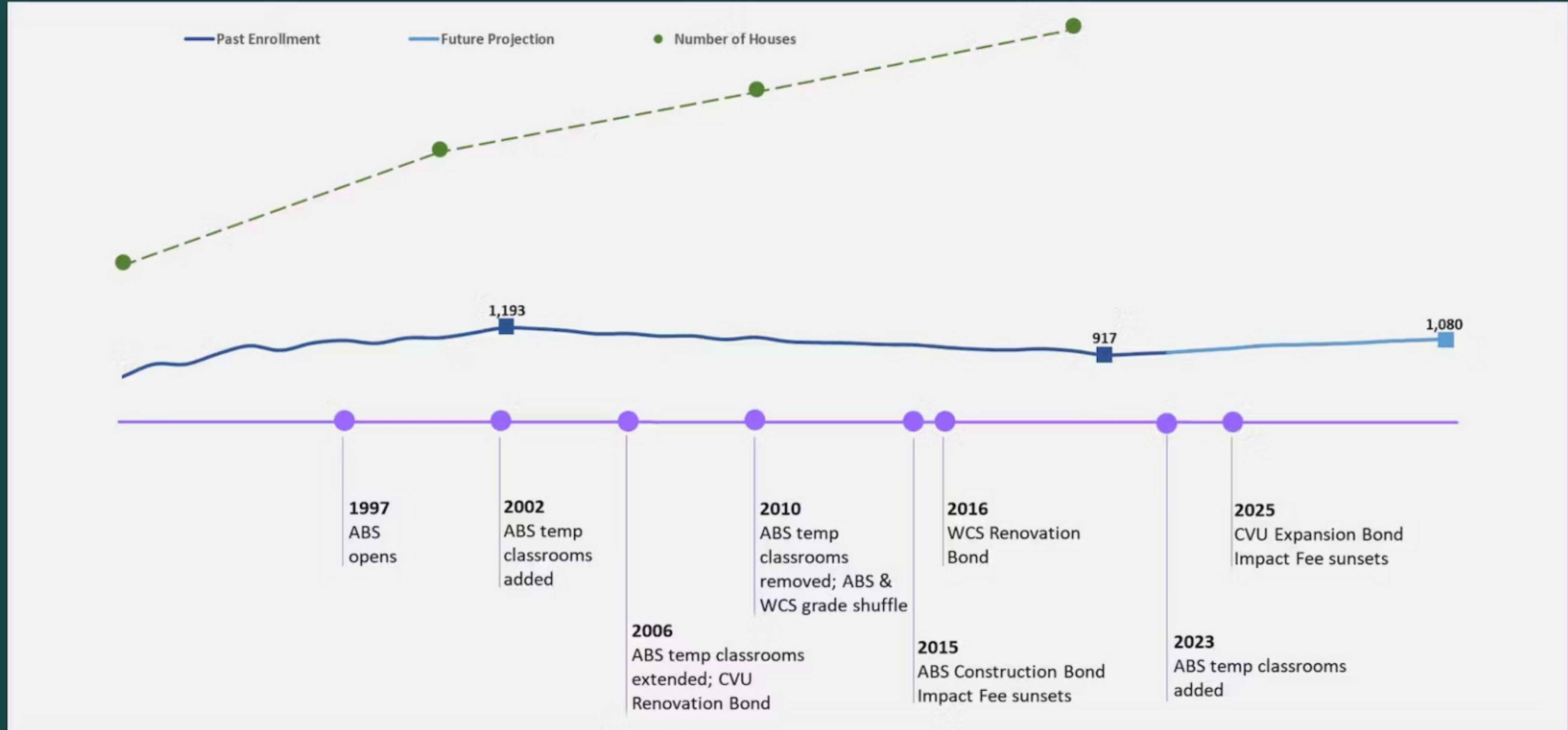
Land conservation
(Town ERF, VT Land
Trust, private
fundraising, etc.)



Other options?



School milestones compared to Williston K-8 student enrollment and number of homes



5

Williston2050

Writing the next
Comprehensive Plan
(aka "Town Plan")



DO
THE THING

**KEEP
GOING**
WINSTON CHURCHILL



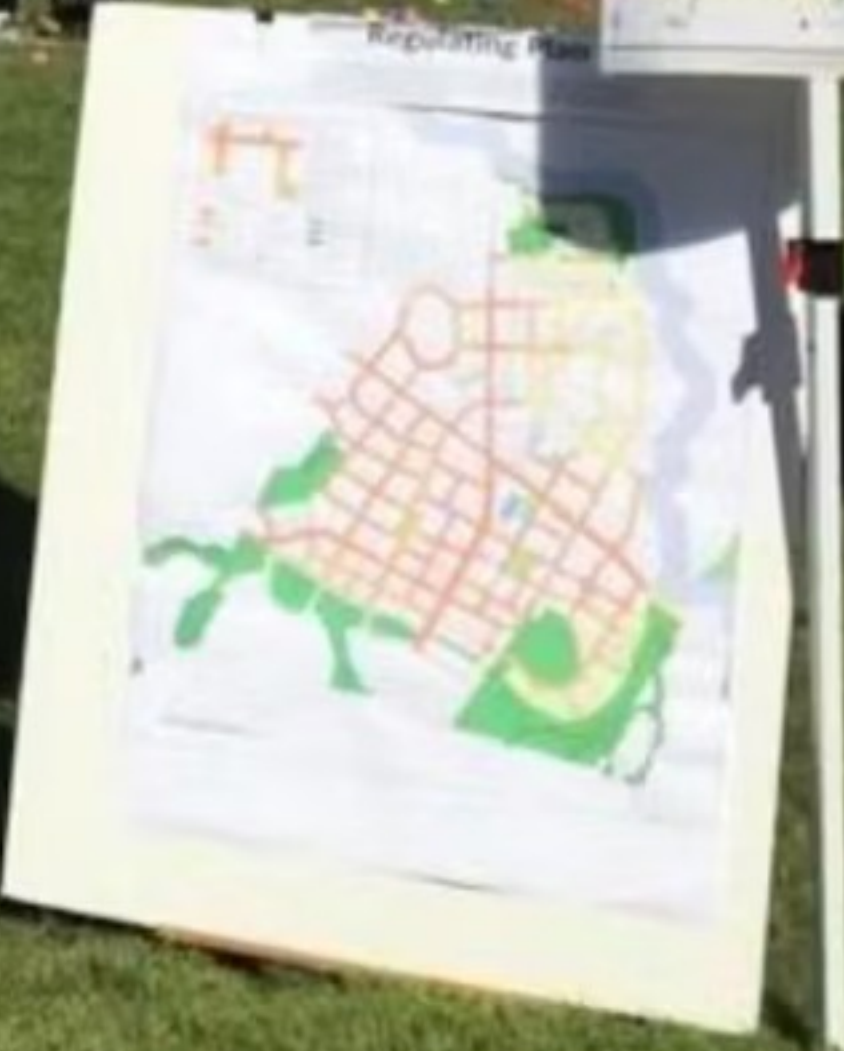


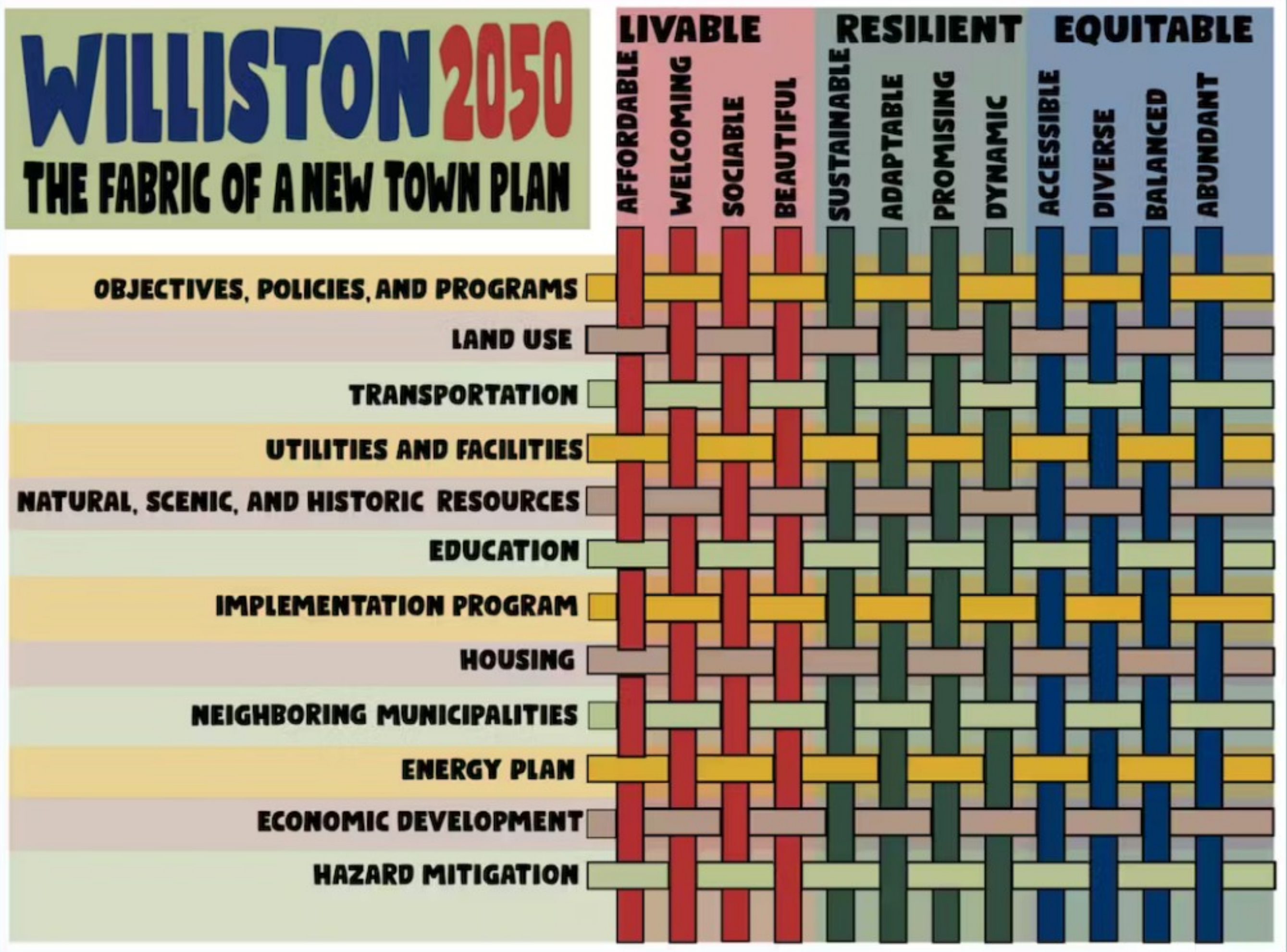

Planning & Zoning

Williston Central School
CONGRATULATIONS
GRADUATES

RED, WHITE, & BLUE...
What does community mean
to you?
Responses to follow:

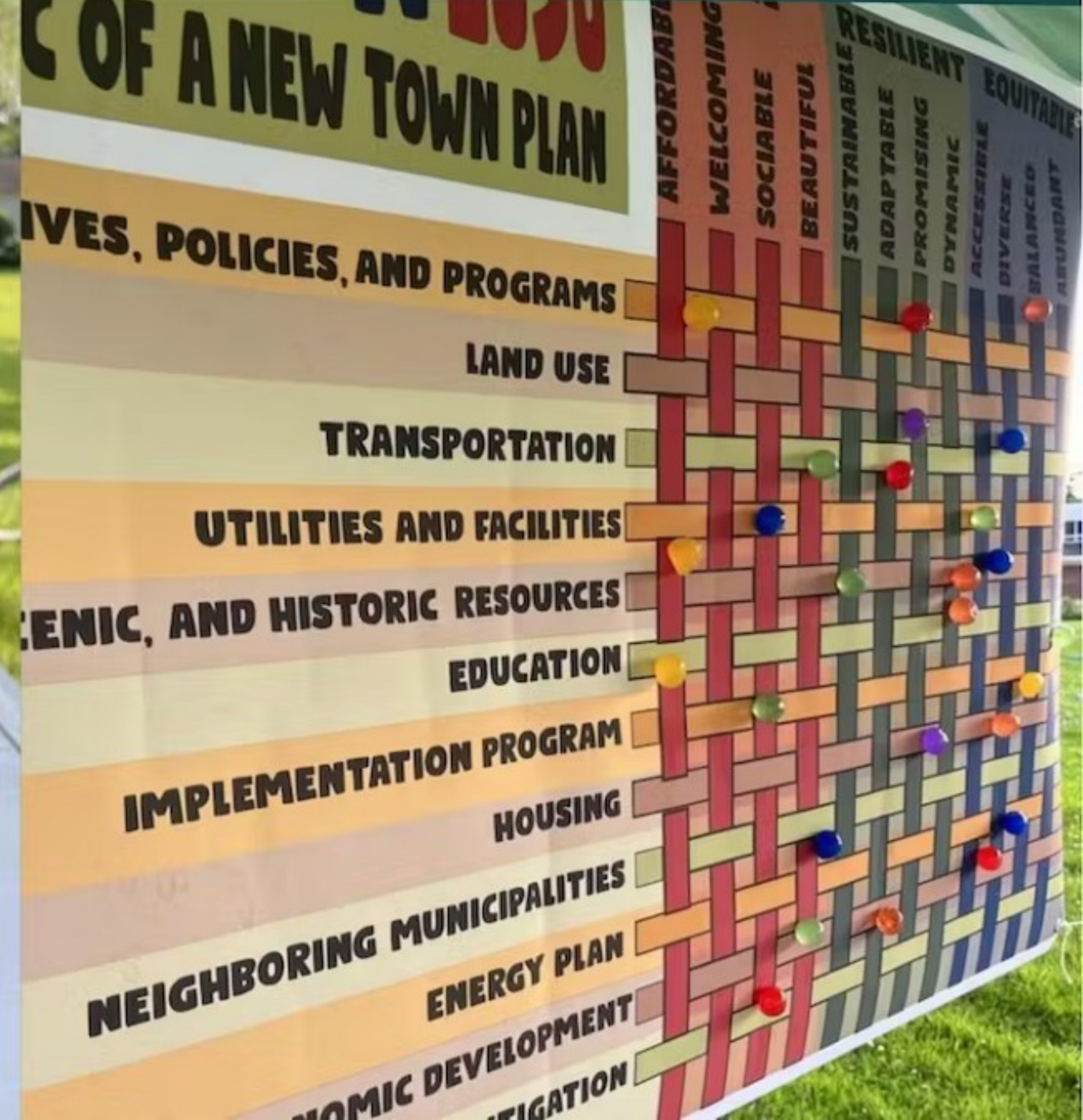
TRUST CORNERS



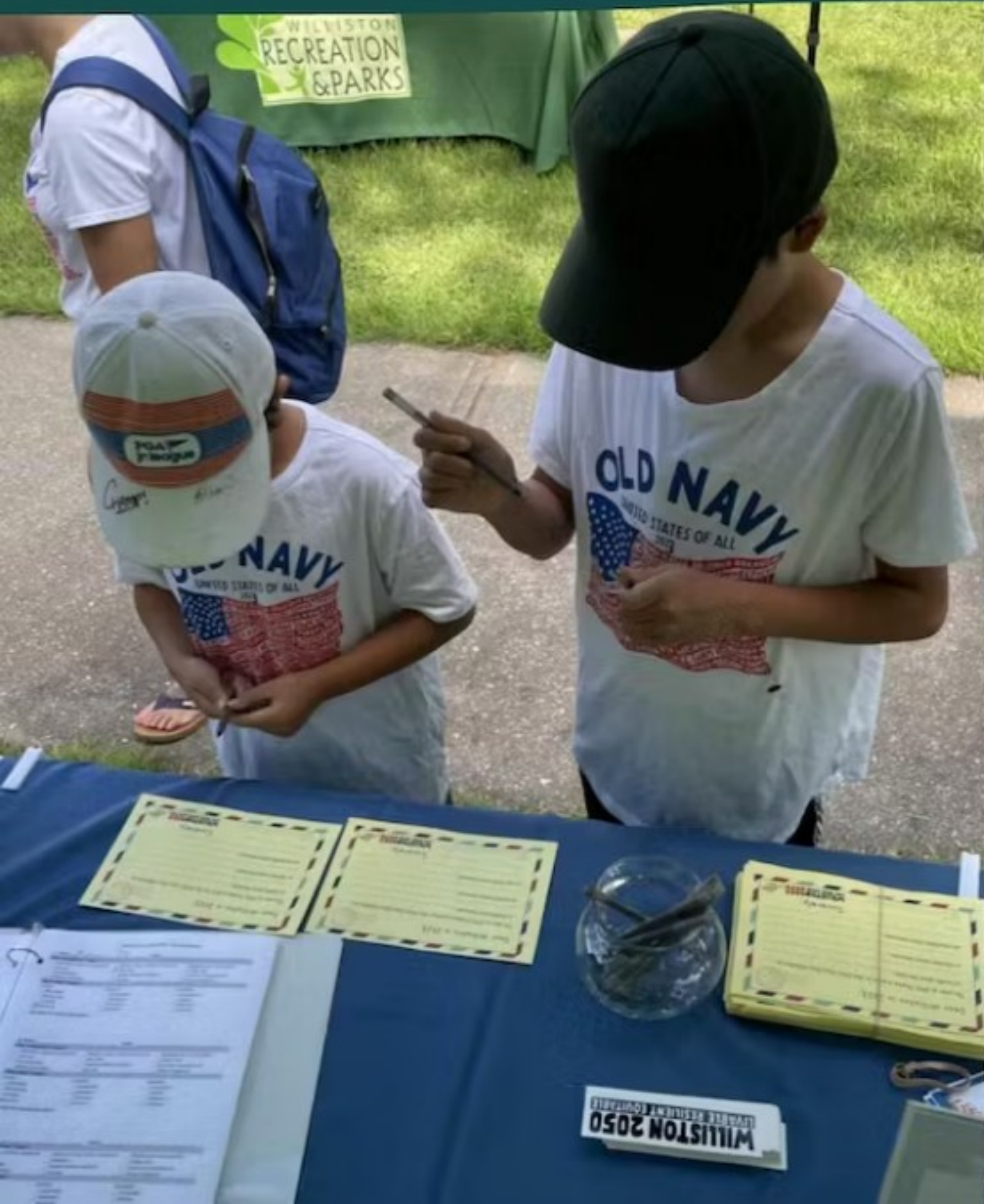


Graphic created by Matt Boulanger,
Williston Planning Director

Splat! The Fabric of a New Town Plan



Postcards from the Future



WILLISTON 2050

LIVABLE RESILIENT EQUITABLE



Early buy-in from decision makers



We asked our Planning Commission about...

- Transportation
- Housing
- Land Use
- Energy Plan
- Hazard Mitigation
- Economic Development
- Natural, Scenic, Historic Resources
- Facilities & Utilities
- Education

Three questions for each topic area

- What is controversial about it?
- What do you want ask about it?
- Who do you want to ask?

Remind decision-makers of prior input

You, the Williston community gave us, and future Willistonians:

- **2,656** visits to mytaftcorners.com
- **961** email subscriptions on mytaftcorners.com
- **711** email subscriptions to Planner's Corner Newsletter
- **4** hours of delightful in-person conversations in Taft Corners at Green-Up Day (May 1, 2021)
- **11** hours of your time in community meetings, including our 2-hour kick-off and Q&A, 3-hour design studio, 4 hours of studio updates, and 2-hour Work-In-Progress Update,
- **168** survey responses
- **74** survey comments (3,000 words)
- **338** map comments (9,000 words)
- **129** participants at our at the online events
- **70** kick-off participants (March 25, 2021)
- **36** Design Workshop Participants (April 24, 2021)
- **62** Work-In-Progress participants (May 3, 2021)
- A **15**-member Mobility Committee that helped develop the Official map component of the new Code, and a vision for a multimodal transit hub in the heart of Taft Corners over the course of 11 meetings (2020-2021).

THANK YOU... to your friends and neighbors, the Williston Planning Commission, who gave their time and efforts as well. The Planning Commission is seven volunteer citizens. They are not paid for their time, meeting 1st and 3rd Tuesday at 7:00 pm, yet they treat their role like a full-time job. Aside from the hours documented above, **Commissioners gave an additional 41.5 hours...**

- **15 hours over 12 meetings:** from advising on consultant selection, initial meetings with our consultant (Geoff Ferrell), reviewing and providing feedback on the Vision Plan, meeting together with the Selectboard and debriefing progress along the way (beginning in Sept 2020)
- **12 hours of site visits** to neighboring towns & Williston Taft Corners with staff, consultants, and citizens (September 2021)
- **14.5 hours over 8 meetings:** preparing and editing the draft code for Tuesday's public hearing including an extra 3rd meeting in November (Oct 2021 – Jan 2022)
- **Countless hours reading** the 76-page [Vision Plan](#) and 102-page [Form-Based Code](#), hanging posters around town, and going out of their way to pick up paper drafts of the code as the project evolved.

What topic(s) are controversial in your community?

32 Responses

zoning

Multiunit housing

Housing and economic development

Policing

Short term rental registry

Unhoused population/shelters

Homelessness

multiunit housing

Density and affordability

What topic(s) are controversial in your community?

32 Responses

Bike paths Ebikes Increased density Downtown open space

Lack of housing and homelessness

New town offices

Substance misuse

Housing

Shifting singular homes into multi-unit housing for profits

Drug misuse

Housing Racial equity Rental costs Affordability

Transportation

What topic(s) are controversial in your community?

32 Responses

Wastewater treatment plant; size of upcoming development

VTrans ownership of roads through town

Cannabis

Density ratios

Anything except roads and culverts

Class differences, libertarians vs "liberals"

Waste water

Zoning for green space

Racism

What topic(s) are controversial in your community?

32 Responses

dog parks

Why is multiunit housing development needed here?

Air pollution and decrease quality of life from 2400 homes exposed to 18 wheel traffic that they don't want on our suburban roads that can't handle the weight of these trucks. Town Plan not organized

We have done a study and there's support for change. What else do you need to move forward?!

How did you come to your decision?



What questions should be asked about it?

14 Responses

Who else shares your concerns?

What are you afraid of/concerned about?

Are you a third generation Vermonter?

What alternatives are there?

What outcome do you want to achieve

How can your policy goals make community more equitable?

I can't find the survey

What are your concerns, and what would you like to see charge?

Why is multiunit housing development needed here?



What questions should be asked about it?

14 Responses

What would your suggestion be and is it sustainable?

How are we ensuring all Vermonters are being heard?

Who is impacted and how

What are your biggest concerns?

What impact, if any, would it have on the existing demographic and the work that we are currently investing in



Dear Williston in 2023,



The year is 2050. Thanks in part to the 2025 Town Plan, Williston is...

...a livable place because... There's a lot of ice cream stands

...a resilient place because... They think about the future

...an equitable place because... everyone gets a lot of money and houses

Name: _____

Email: _____

Check box to subscribe to email updates

Sincerely,

WILLISTON 2050
LIVABLE RESILIENT EQUITABLE



Thank you!

Emily Heymann

eheymann@willistonvt.org

(802) 878-6704

