Georgia Village Plan
A Vision for the Future

For the
Town of Georgia Planning Commission
Georgia, Vermont

Prepared by:
Lamoureux & Dickinson Consulting Engineers, Inc.
Essex Junction, Vermont

April 2003

SE Group
Burlington, Vermont

Funding for this Study Provided by a Municipal Planning Grant from the
Vermont Agency of Commerce and Community Development

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EXECUTIVE SUMMARY

Purpose and Background

The Town of Georgia has experienced a large population growth over the past 20 years with many new subdivisions and housing units throughout town. Exit 18 is the main Interstate 89 interchange access to Georgia via Route 7, where several large residential subdivisions, two industrial parks, and commercial development have occurred. There is interest in expanding this area to include more commercial and residential development in a "main street" style with on-street parking and alternative transportation opportunities.

The Town of Georgia retained Lamoureux & Dickinson (L&D) to prepare a Village Plan and this is the final report of this planning study. At the beginning of this project, L&D with the Planning Commission defined the goals and objectives of the study: develop potential options for a conceptual Village Plan with build-out scenarios, prepare a preferred conceptual plan based on public input, and develop specific Zoning Regulations amendment language.

Public Forums

Two public forums were held to gather public input for developing a Village Plan. The first public forum held on June 12, 2002 was very well attended. Residents were asked for their thoughts on where a village should be located in Georgia and what should it be comprised of both physically and types of uses. A second public forum held on October 22, 2002 was used to present three village plan options and buildout analysis information. Public comments were ranged from very supportive of creating a village to questioning why this was needed. The comments from these public forums became part of the basis for the final village plan.

Development of Three Village Plan Options

Following the first public forum, three village options were created. Village Option 1 has a New Village designed to create a new center that will incorporate existing and future municipal, commercial, residential and industrial uses all into one new location and create a four way intersection at Dead Man's Curve area with a town green. A network of new streets should occur and access management guidelines limiting curb cuts along Route 7 will be needed.

The concept for Village Option 2 is to create a Village Center focused north and south around Interstate Exit 18, incorporating and redefining the existing development in this area to become the center of activity. In addition, the historic village is acknowledged as important and there should be provisions for allowing limited infill development that is in keeping with its historic character. A smaller network of new streets with a green as a focal point should occur and access management guidelines will be needed.

The overall vision for Village Option 3 is to expand the village in its historic location in Georgia Center and to move all municipal, cultural, and business services to the historic village and limit the existing commercial area south of Exit 18 to neighborhood mixed uses. The thought is to expand upon the street network with a town green near the existing municipal offices. The streetscape should be designed to be pedestrian friendly yet allow for traffic to flow through.

Final Preferred Village Plan

The final Preferred Village Plan creates a Town Center focused around Interstate Exit 18 allowing for mixed use and commercial development to occur while increasing the density and lot coverage for a more compact community, incorporating and redefining the existing development to become the central hub of commercial and mixed use activity. The Historic Village is created to expand to accommodate limited residential, municipal and institutional infill, limited commercial, mixed uses and home businesses and occupations that are in keeping with the surrounding character. Several town greens and neighborhood parks are proposed to service the surrounding developments.

A smaller network of new streets with several Town greens/public spaces as a focal point should occur and access management guidelines limiting curb cuts along Route 7 are recommended. The streetscape for Route 7 through the Town Center and Historic Village should be designed to be pedestrian friendly and accessible rather than as a thruway. Access management and traffic calming measures for Route 7 and Route 104A are recommended. Planned or municipal wastewater is recommended for the Town Center.

Recommended Implementation Measures

As the Town of Georgia creates a new future that keeps local jobs in town, create a Town Center and Historic Village to allow people to live, work, send their children to school, preserves the best that history has to offer, and creates future opportunities, there are some important next steps that need to be followed.

Economic Development Leadership Committee

It is recommended that the Town establish an Economic Development Leadership Committee to work with the Planning Commission, initiate public/ private partnership efforts and focus attention on the Town Center and Historic Village. This committee could assist with implementing the recommendations in this report, complete the formulation of specific economic development strategies, and establish and monitor benchmarks or measures of success related to the economic development components.

Master Plan

The Village Plan is a conceptual vision plan as to what could be realized for Georgia. The next step is to prepare a more detailed master plan that works with

the Village Plan so that the community can move ahead with implementation. A comprehensive review and analysis of appropriate economic development strategies for Georgia should be included in the Master Plan.

Town Plan Changes
To begin implementing the Village Plan, appropriate language regarding where growth should be and what future infrastructure improvements are needed should be placed in the Town of Georgia Town Plan.

Zoning Regulations Changes
As with most villages and town centers in Vermont, current zoning may not be adequate or even compatible with the desire to create a new village. The town will need to make revisions in current zoning and other development regulations for creating new zoning districts to allow higher densities, mixed uses, and street and parking standards to guide the new growth center development.

The streetscape design promotes a balance of use between vehicles, pedestrians and bicycles. The village center relies on new street design standards for "neo-traditional" town centers as developed through recent research and development. Sources such as the new VTrans Design Standards have relaxed the width guidelines for local streets as well as recent publications of the Institute of Transportation Engineers (ITE) should be referenced.

Capital Plan for Public Improvements
Making the village plan built out in the way that has been envisioned will require considerable public and private investment with the intention of recouping a payback to both. Early identification of public processes for financing improvements and coordination with private developers such that costs can be shared will make the creation of the village plan more financially feasible.

"Umbrella" Permitting for Infrastructure
A concerted effort to unify permitting issues in Georgia will be essential to gaining the needed permits for wastewater, water supply, and stormwater runoff for proposed development of the Town Center and Historic Village areas to proceed.

Public Infrastructure
Water and wastewater infrastructure represent likely limiting factors in the amount of development for the Final Village Plan. Planned wastewater and water infrastructure should be provided to the Town Center and Historic Village areas to support the increased densities and mix of uses. Further work will be needed to determine how this will be possible.

I. INTRODUCTION

Purpose and Background

The Town of Georgia has experienced a large population growth over the past 20 years with many new subdivisions and housing units throughout town. Exit 18 is the main Interstate 89 interchange access to Georgia via Route 7, where several large residential subdivisions, two industrial parks, and commercial development have occurred. There is interest in expanding this area to include more commercial and residential development in a "main street" style with on-street parking and alternative transportation opportunities: sidewalks and public transit. The key to a successful Village Plan is to look at these desires along with the current development trends in Georgia, and to help the Town come up with the best plan for their community.

The Town of Georgia retained Lamoureux & Dickinson (L&D) to prepare a Village Plan. As L&D began work, there were questions by the Planning Commission as to where the best location for a village should be. It was originally anticipated that the study area would be defined around the Interstate 89 (I89) Exit 18. However, it was felt that the project area needed to be a larger geographic area to include historic settlement of Georgia Center in order to determine where the best location is for a defined Village.

This is the final report, which is a cumulation of the past nine months of work on creating a Village Plan for Georgia.

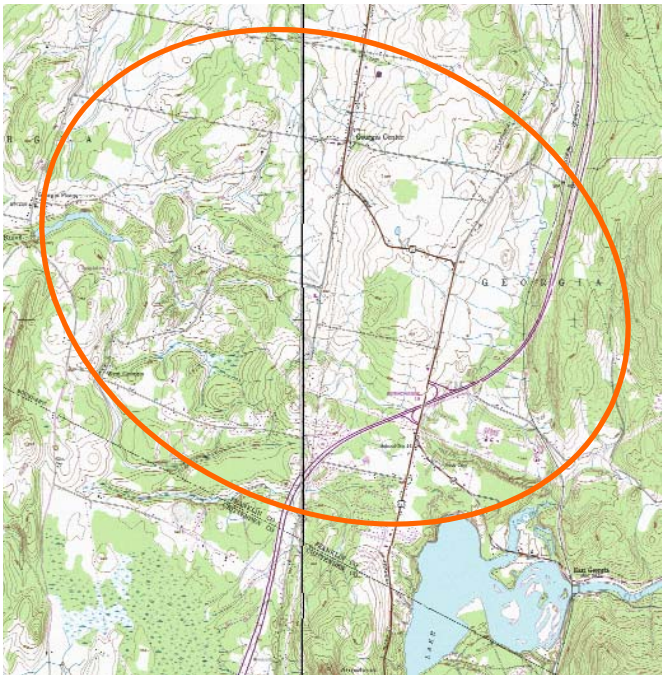


Figure 1: Approximate Study Area

Goals and Objectives

At the beginning of this project, we worked with the Planning Commission to define the goals and objectives of the Village Plan study. The goals for this project were defined to include the following:

- Study potential options for a conceptual Village Plan with build-out scenarios;
- Identify a preferred conceptual Village Plan based on public input to include the location, types of uses and dimensions, typical streetscape and neighborhood layout/details, and
- Develop specific Zoning Regulations amendment language.

The objectives for implementing the goals outlined above include the following:

- Work with the Planning Commission to create a Village Concept Plan that meets the identified needs of the Town and is realistic and implementable.

- Prepare buildout analyses for potential village options and zoning, water, wastewater and natural resources will be the controlling factors.

- Conduct a planning process that is inclusive and welcoming to everyone and sustains their participation over time. Outline when public meetings should occur and plan how to get notice to the public.

- Develop zoning regulation changes to implement the Village Concept Plan to include uses, dimensional requirements and review standards.

There was initial discussion as to what the Planning Commission envisioned as the physical make up of a village for Georgia. There was considerable discussion as to what the character of the village wants to be. One view for the village was to have a center town green with municipal and commercial services bordering it. In concentric circles moving away from the green, there would be residential and small, local businesses. It is anticipated that Georgia residents will primarily use the village with visitors not as much.

Residential development, municipal services and businesses should be part of the village. Service businesses, such as professional, medical and a grocery store were mentioned. The Fire Department and other municipal services need expanded facilities and these should be located in the village. The village should promote local small scale businesses and industrial development should remain on the southern side of Exit 18.

Infrastructure is an important element of the village: sewer, water and roadways. There was no interest in having the village look like I89 Exit 16 or 12. Pedestrian access would be good in order to live and walk to services and school.

A village green would be great. There was some concern about how open spaces and preserved lands will affect the tax rate. There are not any real established recreation areas.

Traditional style buildings would be good. Buildings with different facades to break up the face and mass of the structures were preferred. The new building at Essex Lang Farm was mentioned as a good example of a type of building that could be in the village. Big box stores and other large scale commercial uses are not envisioned as part of the village.

II. RESOURCE INVENTORY AND ANALYSIS

In order to understand what the physical conditions of the study are and what has been studied in the past, an inventory of existing conditions and site analysis were done. Through this process, it became clear what some of the constraints and ideas are for creating a village.

Existing Natural and Cultural Resources
Using available geographical information systems (GIS) data, a plan was compiled showing:

- Surface waters and streams,
- National Wetlands Inventory (NWI) wetlands, which are Class 1 or 2 mapped wetlands,
- Threatened and endangered species information from the State Agency of Natural Resources (ANR),
- Wellhead protection areas,
- Gas service areas, and
- Electric transmission lines.

In addition, it was noted where historic settlements have taken place and where town owned properties are located.

Several streams exist within the study area. Deer Brook, which parallels Route 104A, travels under the Interstate 89 and heads north along the edge of the railroad tracks and the interstate. The Lamoille River and Arrowhead Mountain Lake border the study area to the south. Small tributaries to Deer Brook, Stone Bridge Brook, and the Lamoille River exist within the study area. There is limited public access to Arrowhead Mountain Lake and the Lamoille River, mostly as boat launching sites. There are no public parks or lands that provide access to these resources.

Several Class 2 wetlands are associated with Deer Brook in different locations: between Route 7 and the railroad tracks north of Interstate 89 and north of Route 104A and west of the railroad tracks. On the west side of Route 7 north of the exit 18 interchange, there is a Class 2 wetlands that borders a wooded area. In the triangle formed by Interstate 89, Route 7 and Ballard Road, there is a Class 2 wetlands that exists and fairly level area. These will be the major physical constraints that will need to be considered.

The Town doesn't have a municipal wastewater facility. There has been discussions about possibly forming a public/private partnership to use the existing wastewater system at the former Whey Plant. There may also be the possibility of expanding this facility to serve a larger area.

There is no municipal water system. The Champlain Water District (CWD) does have a transmission line that extends as far north as the Post Office in Milton. However, it may not be realistic to extend this line to Georgia.

The South Georgia Fire District operates a water system serving an area along Route 7 south and Ballard Road. However, it is questionable as to whether this system has much available resource capacity. There is the potential to expand the municipal system if additional source capacity can be developed.

Gas service, provided by Vermont Gas, exists in Georgia Center and Ballard Road/Route 7/Industrial parks area.

Site Analysis

A detailed analysis of the physical and aesthetic characteristics revealed several very interesting features. Interstate 89 and the railroad act as physical barriers dividing the town. The railroad is less of a barrier since it can be crossed and has the potential to benefit a community via access to commuter trains and sidings for businesses. However, Interstate 89 doesn't allow for any crossing except at designated interchanges.

Figure 2: Existing Conditions of Route 7 South of Interstate 89 Exit 18

Route 7 also divides the study area and is increasingly heavily traveled south of the I89 Exit 18. The count of vehicles per day that travel this segment is almost 10,000. A high percentage of these vehicles are accessing I89.

East of I89 is a mountain ridge, which is very visible and provides a backdrop to the project site. Also visible from portions of the study area is Arrowhead Mountain Lake to the south.

Figure 3: Existing Conditions of Route 7 Looking North to Route 104A

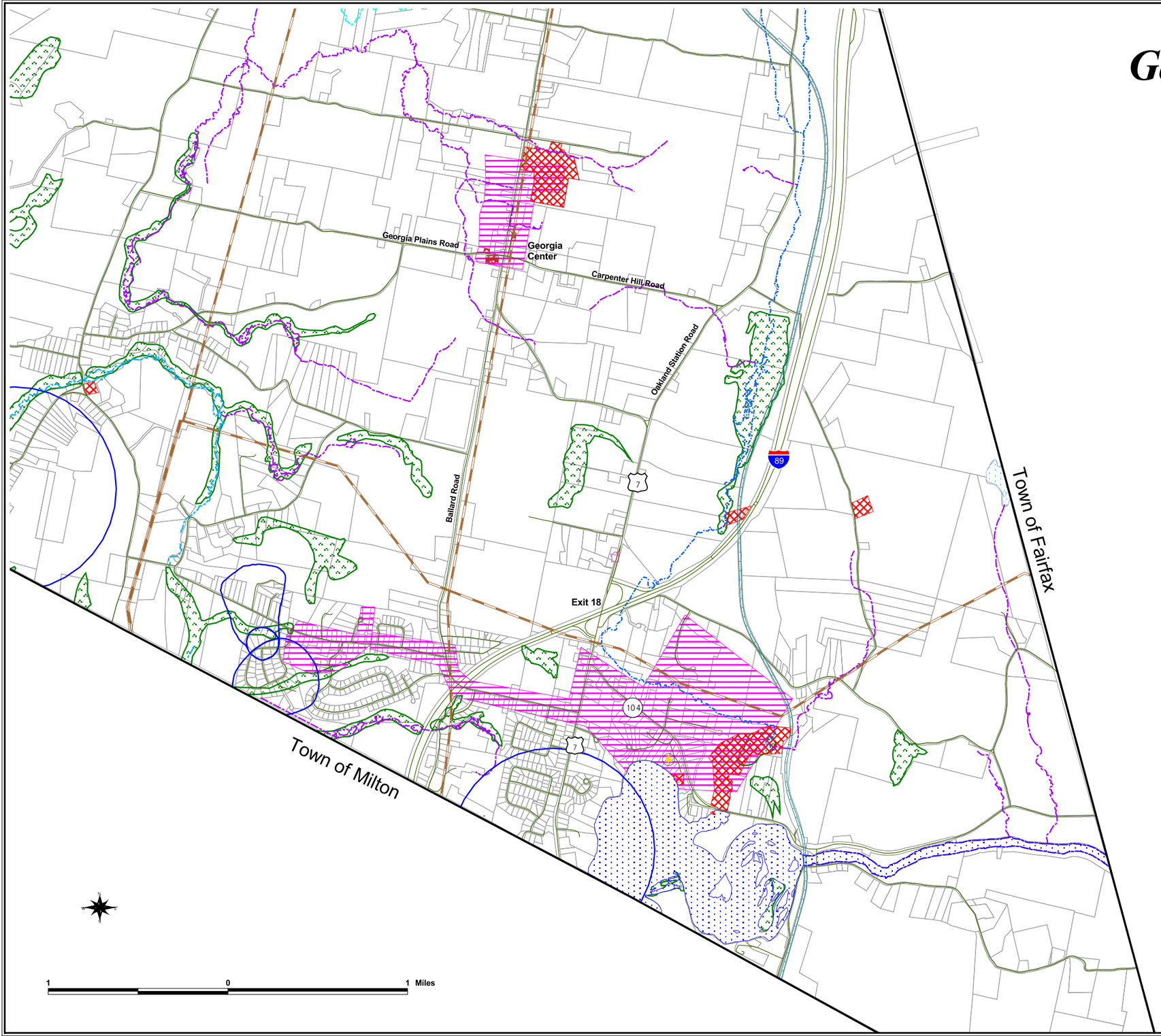
The lands bordering Route 7 north of I89 Exit 18 are still rural in character with open fields. A small ridge exists west of Route 7 and physically separates this area from Ballard Road, which was the old Route 7.

Clusters of residential developments exist primarily within the southern portion of the study area, with commercial development bordering Route 7 between the interstate and the Milton town border. Several industrial developments exist between Skunk Hill Road and Route 104A. Most of this development isn't visible from Route 7, I89 or Route 104A.

Georgia Village Plan

Cultural and Natural Resources

April 2003



Legend

- Town Boundary
- Tax Map Parcels
- Roads
- Railroad
- Fire Station
- Library
- Town Property
- Electric Transmission Lines
- Wellhead Protection Areas
- Gas Service Areas
- Surface Waters

Rivers and Streams

- Deer Brook
- Lamoille River
- Mill River
- No Name
- Rugg Brook
- Stone Bridge Brook
- NWI Wetlands

Threatened and Endangered Species

- Natural Community
- Vascular Plant
- Vertebrate

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Town of Georgia

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Figure 4

Georgia Village Plan

Site Analysis

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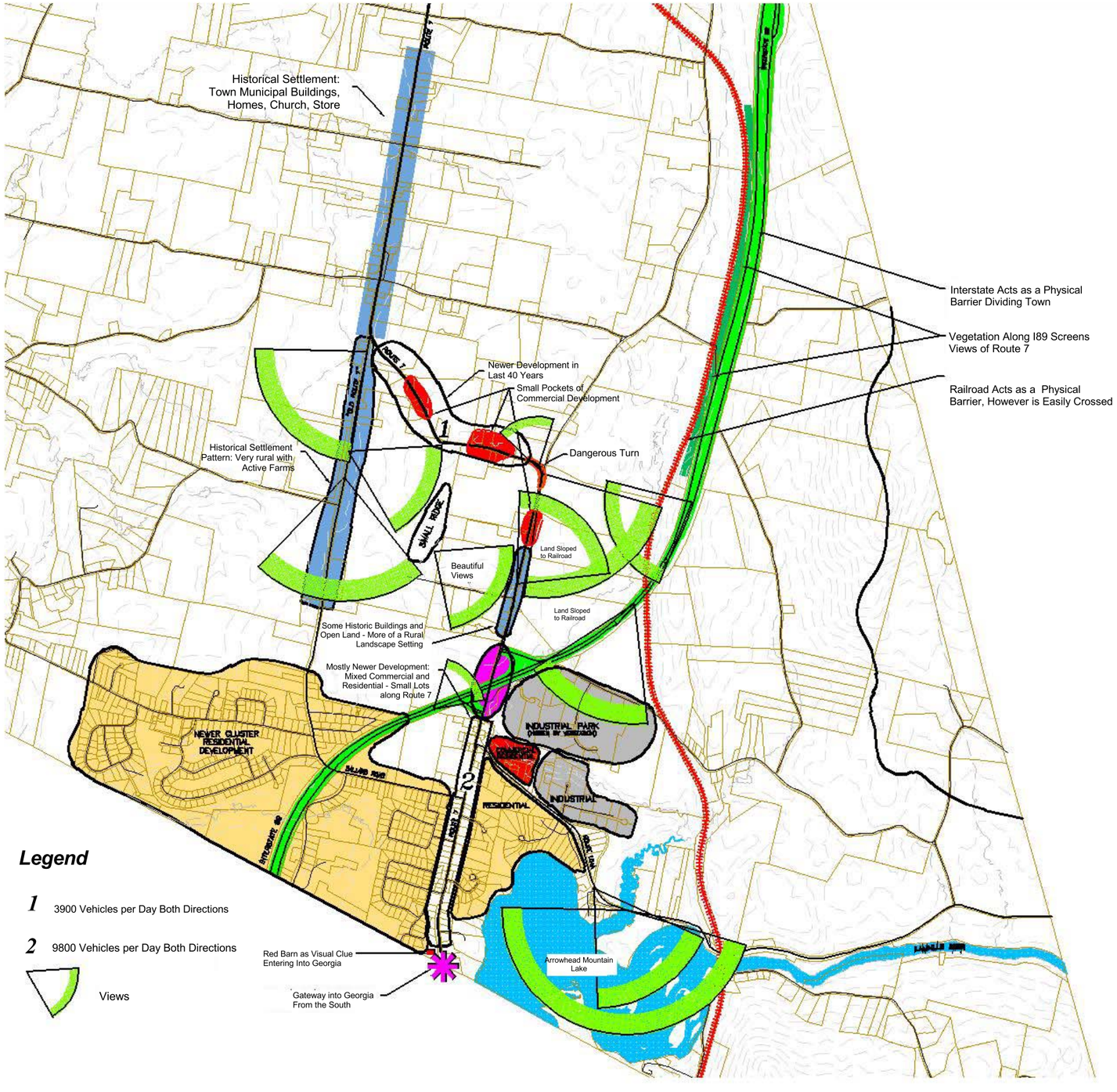

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Figure 5

Small pockets of commercial development exist north of I89 along Route 7 leading to historic Georgia Center. Georgia Center, a historic settlement area, has several historic buildings, the municipal offices, the town garage, and the fire station. The public library moved several years ago from Georgia Center to the former Northeast Regional State Library building near Exit 18 on Route 7.

Town of Georgia Municipal Plan

A review of the Town of Georgia Municipal Plan, adopted October 22, 2001, indicates that planning for future development in the Southern Tier of Georgia has been anticipated. Discussion includes concern of strip development impacts to the community and a desire for a more traditional style of development.

Goals and Objectives for Southern Tier

Section V: Land Use

- Future planning efforts should encourage service industry development to locate so as to enhance the vibrancy and desirability of living in Georgia Center and Georgia Plains.

The Southern Tier - This area includes the I-89 interchange, Route 7, the industrial parks, and the villages of Georgia Center and Georgia Plains.

- Have residential development continue west of I-89 because of relatively flat topography, good soils for septic systems and wellheads, and it will be insulated from potentially negative effects of the industrial parks.
- Limit the number of residential building permits to 35 per year with 60% of these permits for the Southern Tier area and 40% to areas outside of the Southern Tier area.
- Contain the industrial development to the area north of Arrowhead Mountain Lake.
- Future subdivisions should be physically connected via roadways with the rest of this section of town.
- A danger facing Georgia is the pressures to town services brought about by suburban sprawl.

Traditional Village Centers

- Vibrant village centers in Georgia Center and Georgia Plans are critical to prevent scattered development.
- Mixed uses should be allowed in these village centers and sub centers, which should remain compact and surrounded by open space.

Municipal Center

- Explore the creation of a municipal center that will contribute to Georgia's character as a community. It should include municipal services and facilities, other facilities such as a post office, a central "green" with trees, a bandstand, memorials and walkways.

Section II. The Community Setting

H. The Local Economy - Several objectives are important to keep in mind that is discussed in regard to economic development.

- Promote a diversified and stable economy by encouraging compatible industrial and commercial development and the continuation of existing industries, small businesses and home occupations.
- Encourage clustering of related and compatible businesses and industries and avoid strip development along highways.
- Investigate the feasibility of adding new land to the Georgia Industrial Park.
- Enhance and protect the vitality of Villages and population centers as important community assets.

I. Taxes, Growth & Fiscal Conditions - Several objectives are recommended in this section that relate to the Southern Tier area.

- Investigate the "growth centers" concept for certain areas of town, particularly the southern portion of the town, and other village settings in which higher density growth would be encouraged.
- Consider the potential of a municipal sewage disposal system in the South Georgia Fire District area.

J. Transportation - Several policies that have been identified for the Transportation goals and objectives are relevant to the planning of the Southern Tier area.

- Highway access for the purpose of development shall be strictly controlled on roads designated Major and Minor Arterial Highways.
- Strip development along highway corridors should be strongly discouraged.
- Support alternative forms of transportation such as bike and pedestrian paths or lanes.

L. Scenic Resources - Several land features have been identified in the Southern Tier area.

- I-89 Viewshed. The interstate may be considered a scenic corridor.
- Route 7 Viewshed. Particularly from Georgia Center north, this viewshed plays a key role in peoples' perception of the town.
- Areas adjacent to Arrowhead Mountain Lake and Lamoille River.
- Georgia Plains and the Lowlands Areas.

Recent Studies

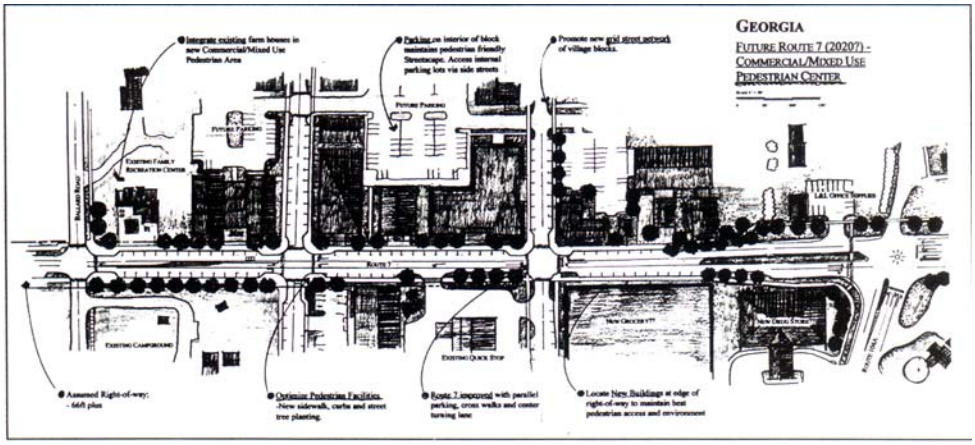
US Route 7 Winooski to Georgia Corridor Study

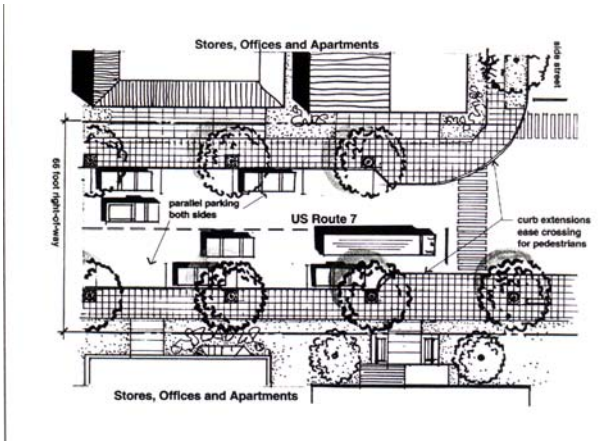
In 2001, the Chittenden County Regional Planning Commission undertook a *US Route 7 Winooski to Georgia Corridor Study*. The results of this study has some clear recommendations for Georgia, which are summarized below.

Land Use/Development Strategy

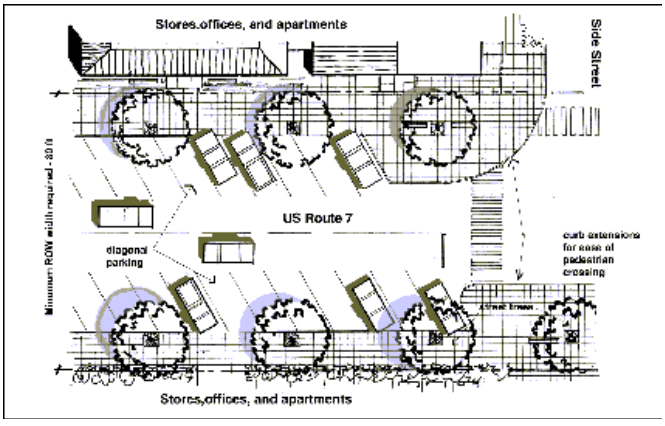
"Georgia identified its "Southern Tier" to be its focus for future development. This is the area just south of I-89 interchange 18 and served by both I-89 and Route 7. It has also indicated substantial interest in further focusing non-industrial (i.e. residential and commercial including retail, services, etc.) in an area along Route 7 roughly between VT 104A and Ballard Road in something of a "main street" style development serviceable by on-street parking, sidewalks and potentially by public transit."

Figure 6: Route 7 as Main Street Images from Report





Parallel Parking Option



Diagonal Parking Option

Pedestrian/Bike Improvements—Georgia: US-7/VT-104A Area

Pedestrian

"Route 7, from Exit 18 to Ballard Road, through the southern tier of Georgia, presently has the beginning fragments of a sidewalk system. As this area grows to become a true town center, infrastructure improvements will need to include a sidewalk system to parallel all existing and future roads and a storm drainage system to allow curbs, greenbelts and parallel parking… The long range sidewalk network should connect the industrial park, the commercial/ mixed use center and the residential neighborhoods."

Bicycling

"A wide, paved shoulder along most of Route 7 in the southern tier of Georgia currently provides an adequate lane for skilled cyclists. Future Route 7 improvements should include provision for on street cycling in the form of adequate shared lane width and a speed limit of 25 mph or less.

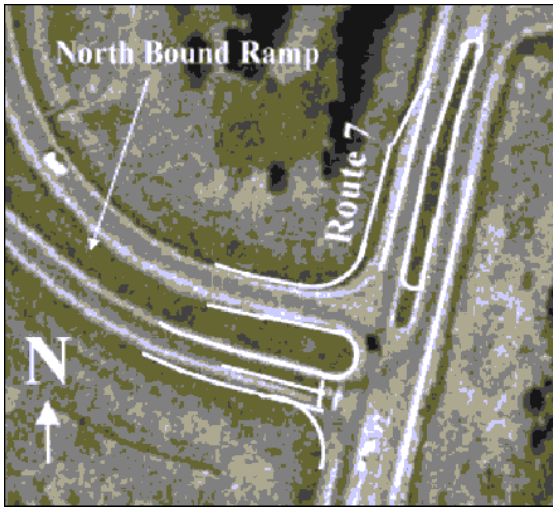
The town has no current plans for off-road, shared use paths. It is recommended that the town explore corridor routes for shared-use paths that link neighborhoods to the industrial areas and other destinations that are beyond normal walking distances."

I-89 Exit 18 Interchange Potential Improvements

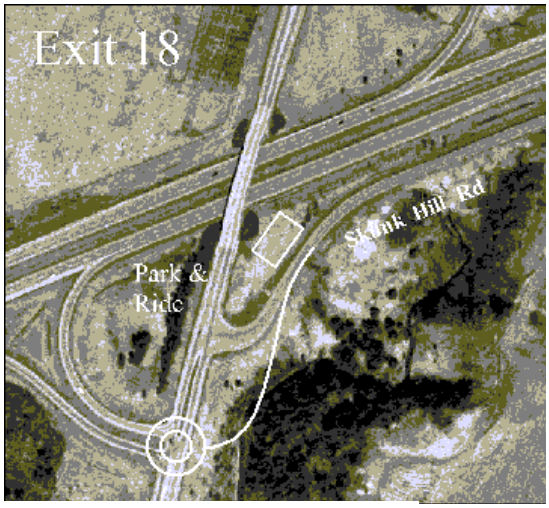
Two possibilities are recommended for improving the Exit 18 interchange: the northbound exit with a roundabout and the northbound exit with added lanes.

"Potential improvements to Exit 18 have included the standard set of signalization and modern roundabouts. In addition, it is proposed here that the intersection of Industrial Park/Skunk Hill Rd with Route 7 be relocated to the south to align with the terminus of the northbound ramps at Exit 18."

Figure 7: Exit 18 Options from Report



Northbound Exit with Added Lanes



Northbound Exit with Roundabout

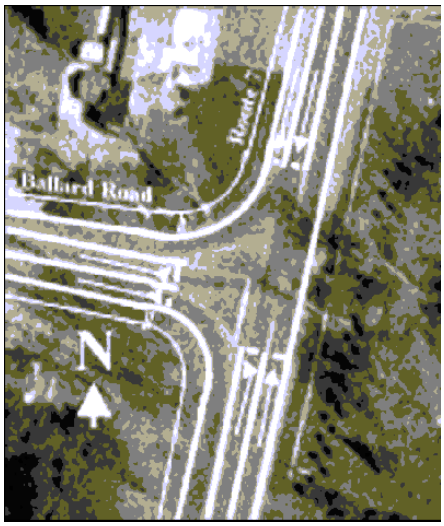
Georgia "Main Street" Roadway

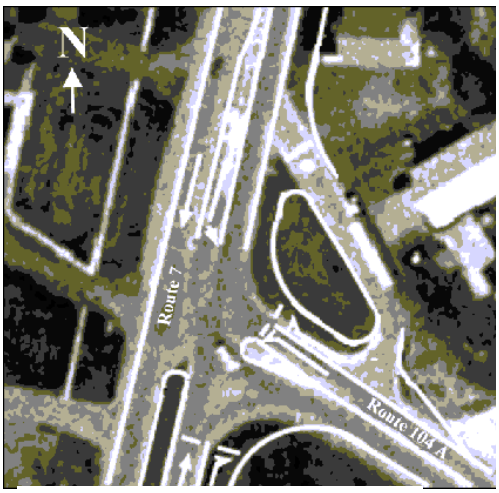
"As was the case in Milton, the two remaining intersections in Georgia are integral components of their proposed "main street" roadway, forming almost book ends to the development area. Although both Ballard and 104A are anticipated to function satisfactorily as unsignalized intersections, their role in main street development means that they will have additional functions to perform beyond safe traffic movement.

For that reason, both signalization and modern roundabouts have been considered at these locations."

Figure 8: Different Intersection Options from Report

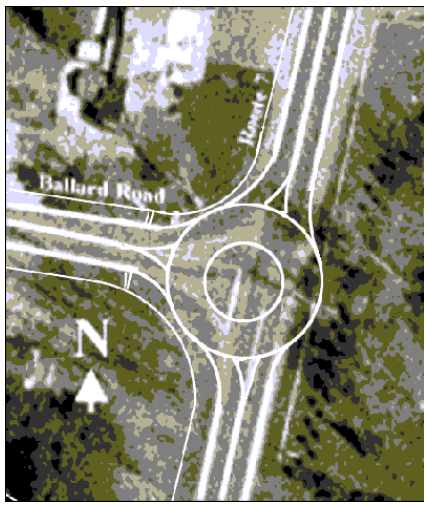
Route 7 and Ballard Rd with Additional Lanes

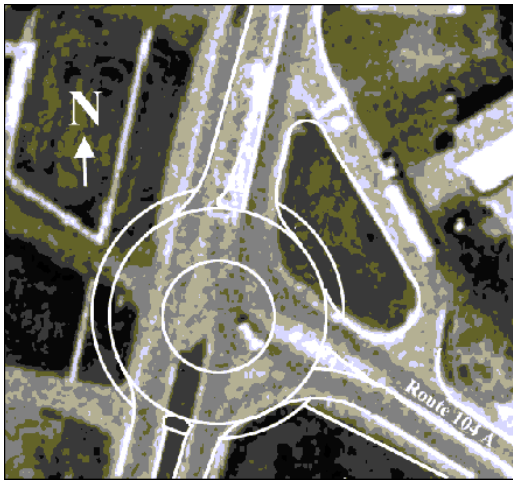




Route 7 and Route 104A with added lanes

Route 7 and Ballard Rd with Roundabout





Route 7 and Route 104A with Roundabout

Existing Zoning

The Town of Georgia Zoning Regulations, which were in a draft form beginning this project and were adopted July 22, 2002 by the Selectboard, were referenced to see what zoning districts are involved in the study area. In addition, it is important to see if the vision described in the Town Plan is implemented in the Zoning Regulations.

A majority of the town is zoned AR-1 Agricultural/Rural Residential. The purpose of this district is to provide for agricultural and silviculture uses while allowing residential and non residential uses in very low density so as to not interfere with the agricultural and rural characteristics of the area. Lots must be a minimum of 5 acres in size, have 250 feet of lot frontage, and building sizes are limited for non residential uses.

The historic settlement of Georgia Center is zoned AR-2 Residential-Medium Density. This district extends from north of the school property on Route 7 south near Dead Man's Curve, where the B-1 Business zoning district begins. While the purpose of this district is to allow for residential development in a higher density than the rural areas and allow small scale commercial uses that should reflect the historic village patterns, the dimensional requirements don't reflect this. The minimum lot size is between 2 to 4 acres in size depending upon the use and the lot frontage and setbacks are still fairly large in size and won't necessarily allow for the same type of development that historically has occurred in these areas. There are provisions for mixed uses, however, this is not clearly defined nor are Planned Unit Developments (PUD) allowed in this district. However, most of the commercial uses are conditional uses, which require more detailed site plan review.

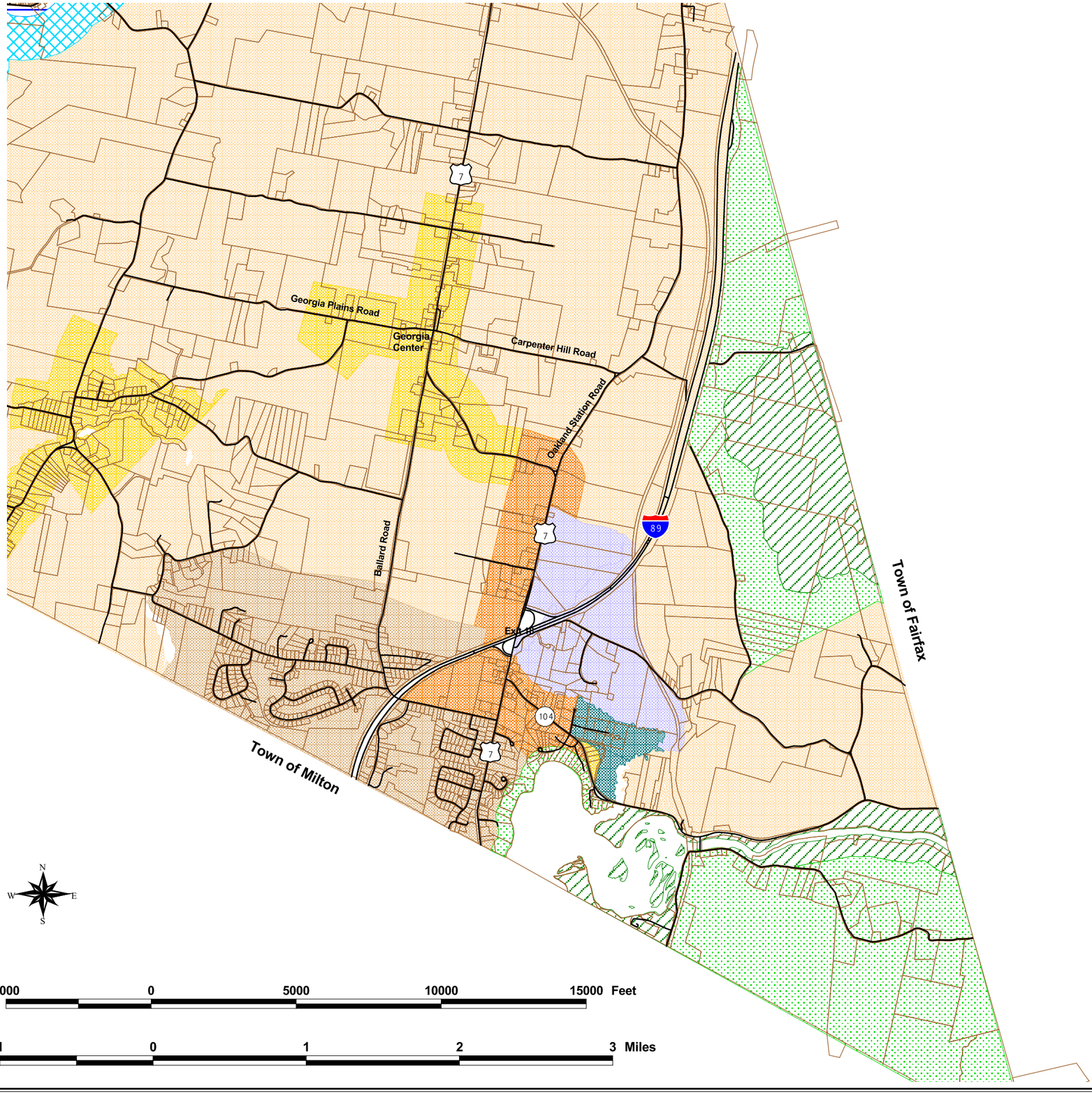
The AR-3 Residential–High Density district encompasses a majority of the newer subdivisions and development bordering Ballard Road and Route 7 south and west near the Milton town line. This district allows for a smaller lot size: 1 to 2 acres and somewhat smaller lot frontage and setbacks. Conditional uses, which are comprised mostly of commercial and institutional uses, must meet additional standards. Mixed uses are allowed in this district, however, this is not clearly defined nor are Planned Unit Developments (PUD) allowed in this district.

The B-1 Business district parallels Route 7 from just north of Deadman's Curve intersection with Oakland Station Road to south of Interstate 89 bordering Route 7 and Route 104A. This district is intended for high density commercial uses that are appropriate for a locally designated growth center. While the minimum lot size ranges from 1 to 2 acres and the lot coverage at 75% is fairly high, the setbacks are still substantial. PUD's and mixed uses are allowed in the district.

Georgia Village Plan

Existing Zoning

April 2003



Legend

Zoning

- AR-1 Agricultural/Rural Residential
- AR-2 Residential - Medium Density
- AR-3 Residential - High Density
- B-1 Business - High Density
- B-2 Business - Medium Density
- I-1 Industrial
- I-2 Commercial - Light Industrial
- L-1 Lakeshore
- L-2 Lakeshore Residential - Recreational
- N-1 Natural Areas
- R-1 Recreational
- Roads
- Tax Map Parcels

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Figure 9

There are two industrial zoning districts: I-1 Industrial and I-2 Commercial – Light Industrial. In the I-1 Industrial district, there are only two permitted uses and 13 conditional uses. The purpose of this district is to enable industrial development but this seems to be contradictory to the permitted and conditional uses. The dimensional requirements allows for a fairly dense development pattern which is possible for industrial uses. The actual land included in this district is fairly extensive, especially the land bordering Route 7 north of Interstate 89.

The I-2 Commercial-Light Industrial district borders Route 104A, Deer Brook to the north, and the B-1 Business –High Density district to the west. The purpose of this district is to allow for commercial and light industrial development intended to serve the locally designated growth center. There are 10 permitted uses and 9 conditional uses allowed in this district with mixed uses considered conditional uses. The dimensional requirements are similar to the I-1 Industrial district that allows for a fairly dense development pattern.

Throughout the Zoning Regulations, there is mention of discouraging strip development and access management. While this is a good start, there should be more development standards showing and explaining what is desirable.

From the Milton town line to just north of the school property, Route 7 is zoned for high density residential, business and industrial development. In order to understand exactly what this means for the look and density of future development, a detailed buildout analysis was needed.

Buildout Analysis of Existing Zoning

Buildout analyses are one tool that can be used to help communities to evaluate the impacts of zoning on a community. The purpose of the buildout analysis of the existing zoning for the Town of Georgia is to understand what the current regulations create for future land use and what physical limitations impact this. The buildout analysis of existing zoning reflects the existing conditions of the study area and doesn't include any provisions for municipal infrastructure for wastewater or water.

Methods and Approach

The project study area consists of the areas along the Route 7 corridor from historic Georgia Center area to the southern tier portion of the Town of Georgia. An initial boundary for creating of a buildout model was made in consultation with the project team and reflects the area of most intensive planning. Subsequent village planning concepts modified this boundary as a result of community input. The total acreage of the initial study area is 6,375 acres - see Figure 10.

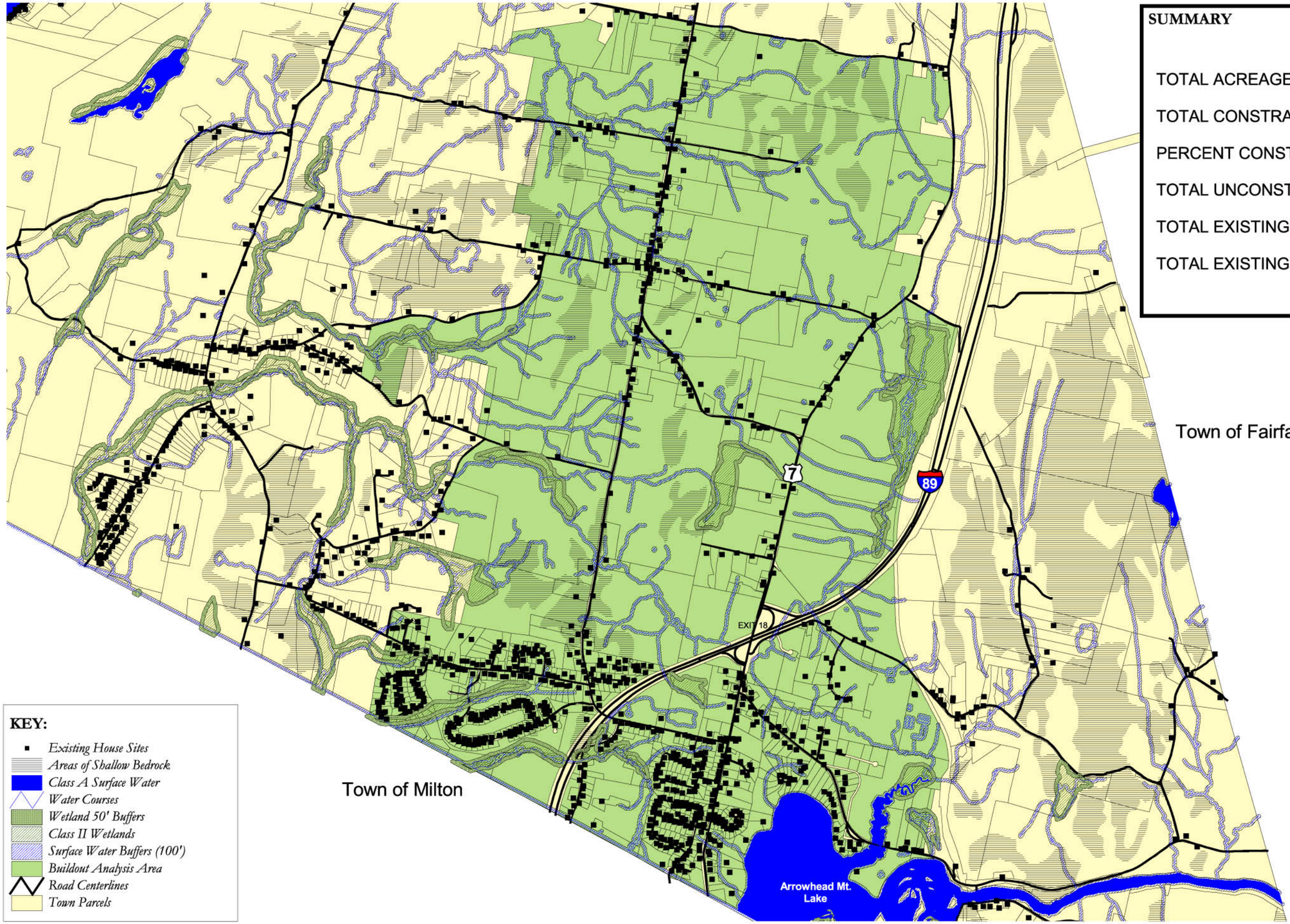
As shown on Figure 11, the suitability of the soils within the study area to support on-site septic is mixed. This septic analysis is based upon existing soils data. These soil conditions are summarized in the table in Figure 11, showing that approximately 51% of all the lands within the study area are not suitable for on-site waste disposal. Furthermore, most of the lands are indicated to require soil replacement or mound systems. Even with the newly adopted septic rules, most of the soil units in the area do not become suitable for conventional systems. Alternative septic systems could provide some parcels with individual systems.

Figure 12 outlines the existing development types based upon tax map information. The various types are described as commercial, farm, industrial, several types of residential, and several with no class or no entry. Presently within the study area there are 785 residential dwelling units, 19 farms, and 286 acres of commercial and industrial land. A summary plan of this existing development pattern in Figure 12 clearly shows that the areas adjacent to Route 7 are largely residential or rural and areas to the south and east of the interstate are largely commercial/industrial. Overwhelmingly, the pattern of residential development is single-family homes with an average lot size of 1.35 acres.

The buildout analysis involved two major phases; firstly to determine the net buildable area for properties within the study area, and secondly to develop analysis spreadsheets to evaluate the two scenarios for buildout.

Determination of Net Buildable Area

Working with the Town's grand list, a tabular record of all parcels within the



SUMMARY

TOTAL ACREAGE OF PARCELS	=	6,375 acres
TOTAL CONSTRAINED AREA	=	1,357 acres
PERCENT CONSTRAINED	=	21%
TOTAL UNCONSTRAINED AREA	=	5,018 acres
TOTAL EXISTING PARCELS	=	870
TOTAL EXISTING STRUCTURE	=	736

KEY:

- *Existing House Sites*
- *Areas of Shallow Bedrock*
- *Class A Surface Water*
- *Water Courses*
- *Wetland 50' Buffers*
- *Class II Wetlands*
- *Surface Water Buffers (100')*
- *Buildout Analysis Area*
- *Road Centerlines*
- *Town Parcels*

FIGURE 10

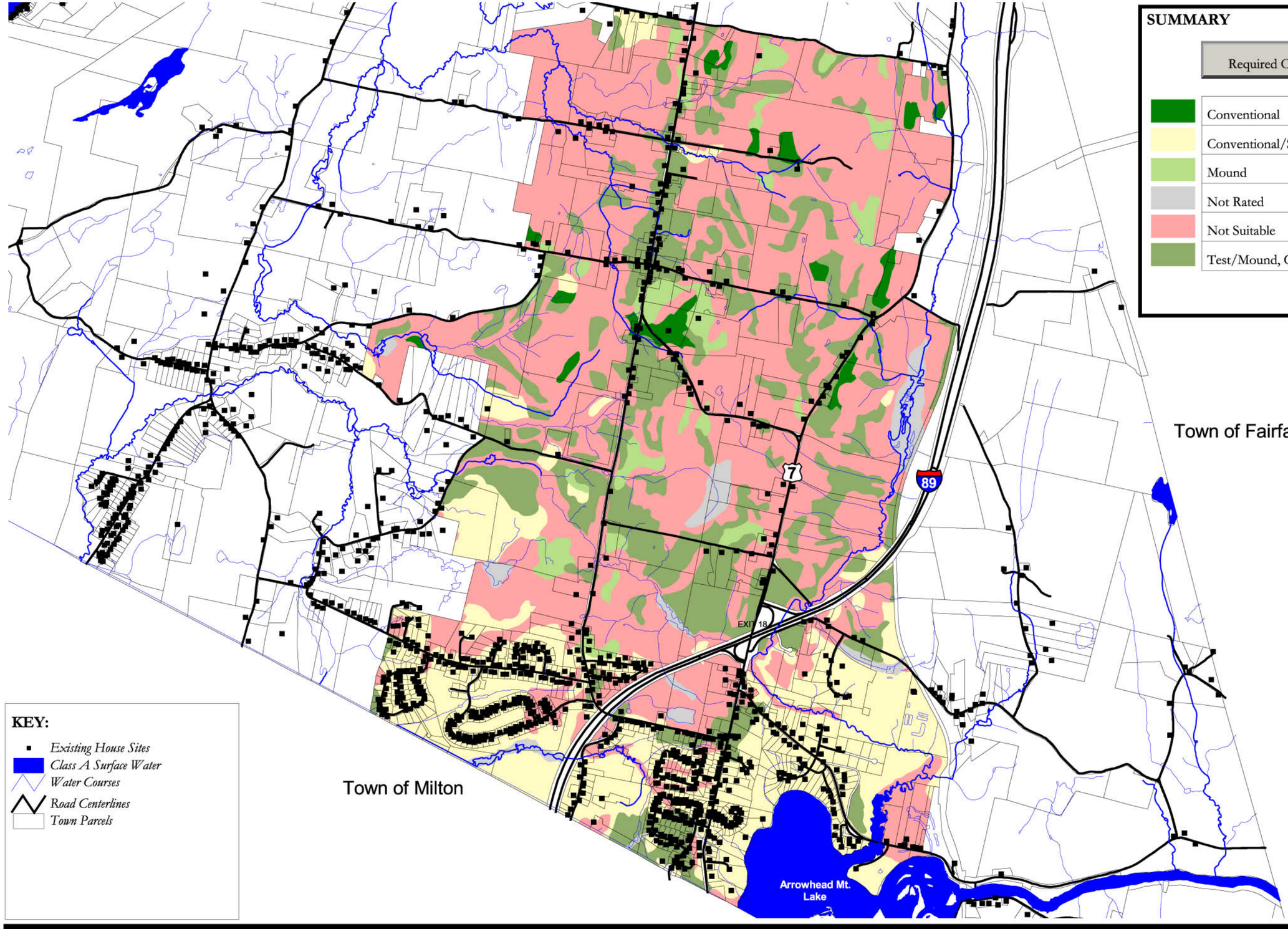
Prepared By:
LAMOREAUX & DICKENSON
SE GROUP

Prepared For:
TOWN OF GEORGIA, VERMONT
June 2002

Note:
This map is for planning purposes only and should not be considered a survey. It uses readily available information from local, regional and state sources, some of which have know inaccuracies and limitations.

Scale:
1500 0 1500 3000 4500 Feet
0.25 0 0.25 0.5 0.75 1 Miles

MAJOR SITE DEVELOPMENT CONSTRAINTS 1



SUMMARY

Required Onsite System	Total Acres	Percent
Conventional	98	1.5
Conventional/Soil Replacement	1337	21.0
Mound	223	3.5
Not Rated	158	2.5
Not Suitable	3293	51.7
Test/Mound, Curtain Drain	1266	19.9

FIGURE 11

Prepared By:
LAMOREAUX & DICKENSON
SE GROUP

Prepared For:
TOWN OF GEORGIA, VERMONT
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Scale:
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0.25 0 0.25 0.5 0.75 1 Miles

ONSITE SEPTIC SUITABILITY 2

SUMMARY

Type	Count	Total Acres	Average
Comm	39	184.2700	4.7249
Farm	19	2394.3800	126.0200
Indust.	10	102.3900	10.2390
MH	73	1090.3800	25.3577
MH2	30	57.8400	1.9280
SF Res.	608	825.9900	1.3585
Multi-Res	74	1427.8800	19.2957
No Class	2	0.2500	0.1250
No Entry	45	292.3100	6.4958

Residential

Town of Fairfax

Town of Milton

7

89

EXIT 18

Arrowhead Mt. Lake

KEY:

- *Existing House Sites*
- *Class A Surface Water*
- *Water Courses*
- *Road Centerlines*
- *Town Parcels*

FIGURE 12

Prepared By:
LAMOREAUX & DICKENSON
SE GROUP

Prepared For:
TOWN OF GEORGIA, VERMONT
June 2002

Note:
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Scale:
1500 0 1500 3000 4500 Feet
0.25 0 0.25 0.5 0.75 1 Miles

EXISTING DEVELOPMENT TYPES

3

SUMMARY

Zoning	# of Parcels	Total Acres
AR-1	97	3301.3400
AR-2	74	412.6300
AR-3	505	1046.3000
B-1	81	539.8700
I-1	23	551.3800
I-2	12	117.4200
N-1	1	26.1200
R-1	33	88.7900

Town of Fairfax

PARAMETER	ZONING DISTRICT						
	AR-1	AR-2	AR-3	R-1	B-1	I-1	I-2
Density (acres/du)							
Single-Family	5	2	1	20		2	
Duplex	5	3	1.5			2	
Multi-Family or Elderly	5	4	2		2	2	2
Commercial/ Mixed	5	2	2		1	2	2
Frontage (feet)	250	150	120		120	150	120
Setbacks (feet)							
Front	75	75	50	350	75	75	120
Front (Route 7)	100	100	75	100	200	100	200
Side	40	25	20	50	20	30	20
Rear	40	25	20	50	20	30	20
Building Size (sf)	3500	3500	3500				
Max. Elderly Units	20	20	20				
Height(feet)	35	35	35	35	35	45	45
Lot Coverage (%)	100	100	100	100	75	75	75

Town of Milton

Arrowhead Mt. Lake

EXIT 18

7

89

KEY:

- *Existing House Sites*
- *Class A Surface Water*
- *Water Courses*
- *Road Centerlines*
- *Town Parcels*

Note:

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Scale:

1500 0 1500 3000 4500 Feet

0.25 0 0.25 0.5 0.75 1 Miles

FIGURE 13

Prepared By:

LAMOREAUX & DICKENSON

SE GROUP

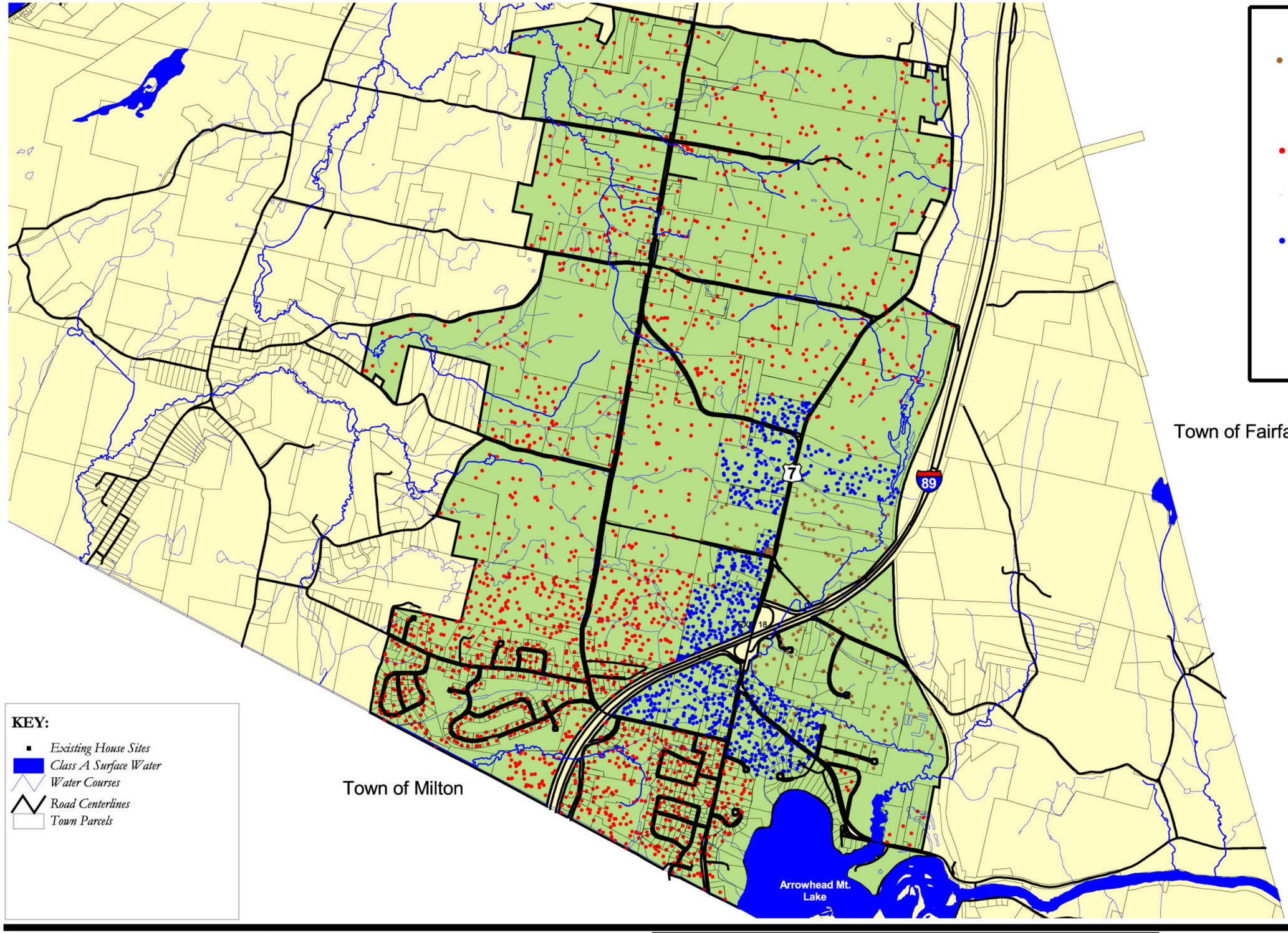
Prepared For:

TOWN OF GEORGIA, VERMONT

June 2002

ZONING AND ZONING PARAMETERS

4



SUMMARY:

- **Industrial (1 dot = 25,000 s.f.)**

  Existing = 1.7M s.f.
  Buildout = 4.2M s.f.

- **Single Family Residential (1 dot = 1 unit)**

  Existing = 700 units
  Buildout = 1901 units

- **Commercial (1 dot = 3500 s.f.)**

  Existing = 102,000 s.f.
  Buildout = 3.3M s.f.

Exsting values based on grand list and E911 data. Data is for planning purposes only.

KEY:

- *Existing House Sites*
- *Class A Surface Water*
- *Water Courses*
- *Road Centerlines*
- *Town Parcels*

FIGURE 14

Prepared By:
LAMOREAUX & DICKENSON
SE GROUP

Prepared For:
TOWN OF GEORGIA, VERMONT
June 2002

Note:
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Scale:
1500 0 1500 3000 4500 Feet
0.25 0 0.25 0.5 0.75 1 Miles

ZONING BUILDOUT DENSITY ANALYSIS

5

study area was generated using Geographic Information Systems (GIS), along with the owner name, lot size, current and future land use (land use plan), existing number of structures and the current number of dwelling units.

Figure 13 shows the current pattern of zoning and dimensional requirements from the Proposed Town Zoning Regulations dated January 29, 2002. For lots shown zoned in two districts, the district that has more than 50% of the lot within its boundaries was used for the entire lot. Approximately 75% of the lands within the study area are zoned for residential use, with 10% zoned for industrial and about 8% zoned for commercial uses. The remaining 3% of the lands are zoned for other uses (rural, etc.).

Within the study area, five development constraints were used to determine the net buildable area (or land that is most capable for development). These factors are identified below:

- Class II Wetlands,
- 50' Wetland Buffers,
- 100' Surface Water Corridors (a recommended standard by the Agency of Natural Resources),

Table 1
GIS Data Layers Used in Buildout Analysis

Factor	Description	Source(s)	Quality
Wetlands	National Wetland Inventory Class I/II Jurisdictional Wetlands	NWRPC and VCGI ArcInfo Data Layer NWI14 and NWI15	Based on infrared air photos by USFWS staff. Minimum wetland size is approximately 3 acres. Quality is considered fair.
Surface Water Corridors	Surface waters and 100' from centerline of stream buffers.	Developed using VCGI Data layers SWnnnn and registered to contours using Topographic Surface (see below) from orthophoto control points.	Good quality for larger streams. Some small ephemeral drainages will not be mapped.
Zoning	Zoning Boundaries	Developed from Town data layer from 2001. Modified using latest zoning amendments.	Zoning is currently under review and revision. Data is considered fair within study area.
Soils	Soils classified as having shallow depth to bedrock.	USDA NRCS soils data from NWPRC and as developed by DHK for Lower Lamoille River Basin Open Space study.	Surface is of good quality. Some loss of precision is expected in flat areas. Generalized source.
Parcels	Tax Parcel Data	Town data.	Data is considered best available.
Open Space	Known open space lands: Vermont Land Trust and other easements	Town and Vermont Land Trust	This covers major conservation easements and open space.

- Areas of shallow bedrock, and
- Open Space/Protected Lands including Vermont Land Trust properties.

To determine the impact of these areas on the net buildable area, GIS was used to collect and combine existing data layers, which are summarized in Table 1.

These analysis factors are graphically displayed in Figure 10. For the future capacity analysis, net buildable area was calculated as follows:

> Net Buildable Area = Total Acres – (Wetlands + Wetland Buffers + Surface Water Corridors + Bedrock) + Open Space

Using GIS, this calculation was made using the UNION command of ArcView. This command combined all these factors into a single layer representing the total area restricted within the study area. This process also removes the overlap of all factors. A graphic summary of all development constraints can be found on Figure 10. In general, about 79% (5,018 acres) of the study area is available for development based on these constraints. Overall the study area is not constrained by environmental factors to a significant degree. This is consistent with its flat topography, open land use and agricultural history.

Existing Zoning Buildout: Density Analysis

Having developed data layers and summary spreadsheets for development constraints and existing areas for all parcels within the study area, the first analysis scenario was created. This scenario examines the impact of current zoning regulations on the future development pattern. For this analysis the following assumptions were made:

1. Maximum Lot Coverage based upon current zoning regulations.
2. Commercial building sizes are a minimum of 3,500 square feet; Industrial building sizes are a minimum of 25,000 square feet; and residential is based upon dwelling units.
3. Existing developed lots could be further developed if acreage was sufficient and density requirements met.
4. Fifty (50%) percent of the available lands in an industrial or commercial lot to be building footprint. The remaining lands can be parking, etc. In no case can the maximum lot coverage be exceeded.
5. Any structure than is non-conforming for that zone is converted to a conforming use.
6. Lots build out to maximum potential, regardless of design constraints.
7. Future Commercial / Industrial buildings were determined through an examination of net buildable area and allowable lot coverage.

Based on these assumptions, an analysis spreadsheet was created to examine buildout potential parcel by parcel. The example shown in Table 2 illustrates how this was calculated for properties within the Commercial and Industrial zoning districts.

Table 2
Buildout Analysis Calculations

Parcel #	Zoning	Lot Acres	Net Buildable Acres **[1]**	Allowable Lot Coverage (Acres) **[2]**	Future Building Area (Acres) **[3]**	Future Building Area (Sq. Feet) **[4]**
X	I-2	100	50	37.5	18.75	816,750

CALCULATIONS:
[1] Net buildable using development restrictions identified above.
[2] Allowable lot coverage = Net Buildable x allowable percent coverage (75% for Industrial) from zoning regulations
[3] Future building area = Allowable lot coverage * 50% (percentage of remaining area that will be taken up by buildings)
[4] Future building area (acres) x 43,560 square feet / acre

This scenario is presented in a Zoning Buildout Density Analysis plan in Figure 14. This "measles map" shows how many, based on the specified sizes, of each use type could result from this pattern of zoning. These numbers include both existing and future residential units and commercial and industrial square footage. However, these projections are theoretical and cannot be reached when design issues and siting requirements are factored in. They serve only to provide a basis for understanding the implications of particular zoning language.

The lands that are currently zoned industrial use in Georgia, if all built out, could result in a total of 4.2 million square feet of industrial space. Similarly, if all the lands that are currently zoned for commercial use were built out could result in a total of 3.3 million square feet of commercial space. These results indicate that the commercial and industrial buildout potential is very high and may be unrealistic for future growth. However, with the residential market in high demand, the combined existing and future 1901 single family residential units may not be so unrealistic. These results give the Town of Georgia a glimpse of what could be possible and how it would be dispersed within the study area.

III. THE VISION AND GOALS FOR THE VILLAGE

Defining Georgia Village

Historic Georgia

Many Vermont communities have grown around historic village centers that have been a focal point of community life and work for many years, decades, and even centuries. Throughout history, Georgia was dotted by several small village centers. Some of these village centers were part of the agrarian landscape with a focal point of buildings in a crossroad location contrasted by surrounding open farmlands.

The desire to create a village center in Georgia was identified by the Georgia Planning Commission and supported by many residents and town officials. The concept is to define an orderly process to guide development such that a new village center could be developed. Comprised of smaller scale businesses, homes, public buildings and spaces, the hope is to create a new "heart" of the community that harkens back to the tradition of small village centers throughout Vermont, tailored to the unique qualities of Georgia.

Why Create a Village Center

The Planning Commission's desire is to create a village center that is in proper proportion to the rest of the Town and accommodating an appropriate, yet realistic, assemblage of uses at an acceptable level of density. The village center should not be too large or too dense, yet it should create an attractive and adequate center of activity in the form of public spaces and facilities, as well as business and residential components to be viable focal point of the Town.

The benefits of creating a village center are:

- Creating a magnet for commercial development will allow that inevitable growth to be focused, efficient, and planned for.
- Creating new neighborhoods for mixed housing will create options for affordable housing and elderly housing as well as middle upper income housing so that residents have housing choices in attractive neighborhood settings, walkable distances to services, schools, jobs and other basic needs.
- The current village has a central focus around the public municipal building and the historic center. However, there is no large outdoor gathering space that could provide a space for town oriented events and activities.
- Georgia has a need for improvements to water supply and sewage treatment systems. Relying solely on on-site systems for both sewer and water create limitations for future development. Considering alternative systems, larger shared systems and/or a municipal system to serve a village center could be planned in advance of development.

What makes a Village Center

Many villages in Vermont are the product of historical development, often originating hundreds of years ago. In the 18th to 19th centuries, villages built town halls, schools, and designated town commons as parade grounds and grazing lands. Churches, grange halls, small stores, and factories were built by private businesses. Land was subdivided to create large agricultural parcels in the countryside and smaller village size lots for houses, businesses, and public institutions in the village center. Streets were laid out by the town leaders and provided essential access and connections. The form of a village center was often influenced by the landscape: rivers, valleys, hilltops or other physical restrictions. In the absence of zoning, there were but few legal restrictions on the development of land. There were, however, restrictions on building types due to wood frame construction, and in the earlier centuries there were "pattern books" that many carpenters and master builders followed that prescribed appropriate styles for homes and other structures. The result was a common sense environment with a certain consistency, even charm that is now highly regarded in Vermont.

The scale of a village center varies according to the population of the surrounding town. They can range from small crossroads with a small cluster of houses and a store, to moderate size hamlets or villages, to bustling commercial centers. The size of any given village center grew in proportion to the community's economic prosperity, demand for commercial and professional services, and significance of its public institutions such as town halls, libraries, churches, and schools. All this occurred in a seemingly well orchestrated cause and effect that was largely market driven, with some order provided by town leadership.

How big is a town or village center? The layout of town centers varies dramatically from place to place and there is no clear rule of thumb. Each center is unto itself a unique place. There are also many scales of traditional town and village centers: crossroads, hamlet, village, town, and city. Most villages or moderate size towns have a core density of residences, commercial businesses, and public buildings. Actual numbers vary but it is not uncommon to have several hundred residences in a village or town center with between 250,000 and 500,000 square feet of other buildings. Generally most town centers can be traversed by a person on foot in ten to fifteen minutes, or a distance of ¼ to ½ mile across.

A village center is often comprised of a mix of public buildings: libraries, elementary and high schools, town offices, post offices, churches; commercial buildings: retail establishments on a small-medium scale, business offices, etc; residential buildings: including above-store apartments, single family homes and multifamily dwellings; open spaces: sidewalks, trails, cemeteries, greenways and parks; and potentially light industrial uses.

Vermont village centers have several attributes, including:

- higher density than the surrounding areas,
- allow for mixed uses,
- are pedestrian oriented,
- include public facilities, services and spaces,
- contain diversity in the type and scale of housing, business and industry,
- are a focal point of community activity,
- exemplify the unique cultural or natural heritage, and
- are surrounded by open spaces, including productive farm and forestland.

Historically, as towns developed, there were often several nodes throughout the community where schools, housing and services would be clustered. Often times, these nodes or small villages were on a major transportation route that existed between the different areas within a community. Examples of this exist all throughout Vermont and Georgia had a similar type of development.

In many communities, these nodes or villages changed due to the changing times of automobiles, that allowed people to travel more freely to other areas. More services geared to automobile needs began to emerge and other forms of travel: walking, bicycles, buses, and trains disappeared. This has had a profound effect on development of villages and towns in Vermont and Georgia is no exception. Development shifted from the historic village centers to areas nearer major highways and where soils were better suited for septic systems.

There has been considerable discussion in the planning arena and beyond as to what constitutes strip development and how do we encourage smart growth development that is more characteristic of historic settlement patterns. The Environmental Protection Agencies (EPA) has developed principles of smart growth, that are a good guideline for what a village or town center should be.

EPA Principles of Smart Growth

- *Create Range of Housing Opportunities and Choices.*
  Providing quality housing for people of all income levels is an integral component in any smart growth strategy.

- *Create Walkable Neighborhoods.*
  Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth.

- *Encourage Community and Stakeholder Collaboration.*
  Growth can create great places to live, work and play -- if it responds to a community's own sense of how and where it wants to grow.

- *Foster Distinctive, Attractive Places with a Strong Sense of Place.*
  Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.

- *Make Development Decisions Predictable, Fair and Cost Effective.*
  For a community to be successful in implementing smart growth, it must be embraced by the private sector.

- *Mix Land Uses.*
  Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live.

- *Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas.*
  Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our communities quality of life, and guiding new growth into existing communities.

- *Provide a Variety of Transportation Choices.*
  Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth.

- *Strengthen and Direct Development Towards Existing Communities.*
  Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and conserve open space and irreplacable natural resources on the urban fringe.

- *Take Advantage of Compact Building Design.*
  Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development.

Figure 15: Example of Downtown Streetscape

Examples were put together of different development patterns for villages that included street networks and streetscapes, lot layouts, and site design elements. Appendix B includes these images.

First Public Forum

The first public forum, held on June 12, 2002, was designed to gather public input as to what thoughts citizens/residents had on where a village should be located in Georgia and what should it be comprised of both physically and types of uses.

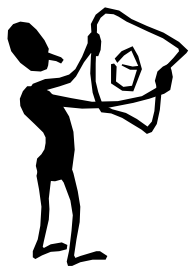
The response to the advertisements for the public forum were very successful with over 80 residents participating.

The public forum was structured with a quick presentation of existing conditions, existing studies and information, the buildout analysis based upon the existing Zoning Regulations, and examples of different development patterns.

WHERE IN GEORGIA DO YOU WANT THE BIG BOXES?

PUBLIC FORUM

The Georgia Planning Commission is holding a village planning workshop to get public input on questions similar to the one above, including:



- Do you want a "village center" in Georgia?
- Where do you want the "village center"?
- What uses should be allowed in the "village center"?
- Where should businesses be located?
- What should be next to the Interstate exchange?

When: **Wednesday June 12th at 7:00 PM**
Where: **The Georgia Public Library**
Who: **All residents and business owners are invited to attend**

Following this presentation, participants were broken up into seven groups to discuss what they envisioned for a village in Georgia. Each group was given a plan of the town with questions to help elicit thoughts on these topics.

A compilation of all the comments and plans from the first public forum that were collected and prepared from the various groups at the first public forum were put together into a document. See Appendix A.

It was particularly interesting to note the common themes amongst the seven groups.

Common Themes from First Public Forum on Village Green

- Have a village/town center with town green, park, small stores, post office, grocery store, municipal offices: fire department, ambulance, town clerk, and library.
- Encourage a mix of uses.
- Keep village center compact, intended to serve the townspeople. Need to foster a sense of community.
- Senior housing and teen center – place for children to go, are needed.
- No box stores or chain stores and no strip shopping center wanted. Don't want a Taft Corners here.
- Maintain agricultural heritage.
- Encourage bike paths, walking trails, sidewalks to connect residential neighborhoods with village.
- Sewer and water – concerns about costs of such services. These should be looked at further as to what options exist.
- Presently traffic concerns on Route 7 that should be addressed.

Thoughts/Questions Presented to Discussion Groups for Discussion

Proposed Village Location

- Should there be a "village" in Georgia?
- Where should Georgia Village be located? What should be its boundaries?
- Should there be a physical connection between the Georgia Center and the south Georgia area? What form should it take?
- Should the Georgia Village include or be near municipal offices, schools and other municipal buildings?
- What should Georgia Village look like?
- How should the roads look: narrow with curbs and sidewalks, boulevards? Are sidewalks, bike paths, and trails important in the Village? On-street parking?
- How big should the lots be? How big should setbacks be?

Proposed Village Uses

- Where should more commercial businesses go? Industrial businesses? What about allowing for mixed uses? What types of uses should be in the Village: retail, restaurants, service businesses, office space, others?
- Should large big box stores be located in the village? How about a regional shopping center?
- Is there a desire to have a Town green and/or park? What about a recreation park?
- What types of housing should be part of the village: single-family, multi-family, elderly housing?

This information was very helpful for beginning the process of developing village plan options.

IV. VILLAGE PLAN OPTIONS

Development of Three Village Plan Options

Following the first public forum, three village options were created. The basic elements for each of the Village Options include the following information. However, each village option approaches these elements somewhat differently.

- A defined compact village pattern of mixed uses while preserving the rural countryside and agricultural character of Georgia.
- Exemplifying the unique cultural/natural heritage of the rural character of existing active farms and forestland in Georgia is important.
- Public facilities, services and spaces are incorporated.
- Higher densities (lot coverages) are suggested for the Village than the surrounding areas.
- Areas for residential development in a range of housing types such as affordable housing, multifamily, and elderly housing have been recommended.
- The buildout analyses show the growth potential of each Village option considering the septic needs.
- A positive relationship between the Village and the Route 7 corridor to allow for safe pedestrian and vehicular traffic is recommended.

Development of Buildout Analyses of Village Plan Options

As part of preparing three village plan options, buildout analyses were done for each option. Within each of the plan options, specific planning parameters were defined (minimum lot size, setbacks, frontage, recommended uses) that will be used as "zoning" parameters within the model. Unlike the overall buildout model, these scenarios will rely on a more detailed analysis of onsite septic and mixed use parcels. The methodology to be employed is described below.

Input Variables

Each proposed planning area within each village plan option was classified into one of the following development types:

Residential districts,
Commercial & Industrial districts,
Mixed Use Districts (% residential, % commercial, % municipal).

The dimensional requirements (lot coverage/density, frontage, building height, setbacks) were determined for each planning area, which is described in each Village Plan Option. The summary table identifies the existing acreage within each planning area for each Village Plan Option.

Overall Site Constraints

For determining the overall site constraints of a parcel, the following formulas were used:

- For Residential Parcels = sum of class II wetlands, soils classified as "not suitable" for on-site septic systems, surface waters and 50' buffers, shallow bedrock.

- For Commercial/Industrial Parcels = sum of slopes >15%, class II wetlands, soils classified as "not suitable" for on-site septic systems, surface waters and 50' buffers and shallow bedrock areas.

For each parcel within a planning area, the percentage of soils that are acceptable for on-site septic have been determined. The minimum site requirement for a house with a septic system are as follows:

0.25 acres if municipal sewer is planned;
0.50 - 0.90 acres in residential districts (1 acre for on-site septic);
1.50 acres in all other districts.

For commercial areas, the lot coverage number used ranged from 40% to 70%, including Planned Unit Developments (PUD) that could include residential in certain locations. Industrial area lot coverage number of 75%, including PUD's. Residential was based upon dwelling units and lot coverage was not a key factor. The Percent of a parcel that can be the Building Area was determined to be 50%.

Actual Calculations

The following buildout analyses calculations were used to prepare the Buildout Analysis Summary Table for each village plan option.

Net Buildable Area (NBA) equals to total area within each planning area less overall site restrictions (either residential or commercial/industrial).

The growth by Conventional Subdivision was determined as follows:

- Residential Parcels = total acres ÷ minimum lot size;
- Commercial / Industrial Parcels = total acres x permitted lot coverage x 50%.

The growth by Planned Development Process was determined as follows:

- Residential Planned Residential Developments (PRD) = NBA ÷ minimum site size;

- Commercial/Industrial Planned Unit Developments (PUD) = NBA x Lot Coverage (40% to 75% depending upon area) x Building Area (50%); and

- Mixed Use Lots were calculated based on fraction of the parcel in residential uses and commercial uses by district. The buildout analysis will show both residential and commercial components.

The projected growth was determined as follows:

- For Residential Parcels, IF Percentage of Soils that are Acceptable for On-site Septic is less than 50%, THEN use projection by Planned Residential Development Process ELSE use projection by Conventional Subdivision Process. Mixed uses assumed to be as done as PUD; and

- Commercial / Industrial Parcels = Minimum of either Conventional Subdivision OR Planned Development Process.

The buildout analyses show the growth potential of the each village plan option. In addition, for each village plan option, it was determined which planning areas would be calculated using planned sewer versus an on-site septic system. Planned sewer can refer to either a future municipal wastewater system, an innovative shared wastewater system, or small decentralized shared wastewater systems.

Village Option 1

Overall Vision of the Plan
The New Village is designed to create a new center that will incorporate existing and future municipal, commercial, residential and industrial uses all into one new location: near Dead Man's Curve on Route 7. The concept is to move all municipal services to the New Village.

The thought here is to create a four way intersection at Dead Man's Curve area with a town green at the southwestern corner. A network of new streets should occur and access management guidelines limiting curb cuts along Route 7 will be needed. The streetscape should be designed to be pedestrian friendly yet allow for traffic to flow through. With this type of approach, heavy truck traffic will be encouraged to use I89 rather than Route 7, thereby making the village a more desirable place for the town.

Planning Area Descriptions
There are four planning areas for the newly defined Village on the northern portion of the Village Plan:

- New Village
- Village Mixed Use
- Village Residential
- Ballard Residential

The New Village Area would be developed with a central green space as a focal point along Route 7 near the Dead Man's Curve area, which would become a four way intersection – possibly a roundabout. It would include a mix of community and municipal services, commercial, office, residential and retail uses for a density characteristic of Vermont Villages.

Establishment of a street network that relates to the topography and natural features of the land and connections to existing roadways is important for this area. Traffic calming measures and access management should be incorporated for Route 7, Route 104 and Ballard Road to encourage truck traffic to use I89 for travel rather than Route 7 through the village.

The Ballard Residential Area is planned as a future area once the New Village is developed to at least 50% of its capacity. This area is intended for a mix of residential uses while preserving the agricultural operations and open space. Future road connections should be established between Route 7 and Ballard Road at that time.

There are five planning areas for the existing development on the southern portion of the Village Plan:

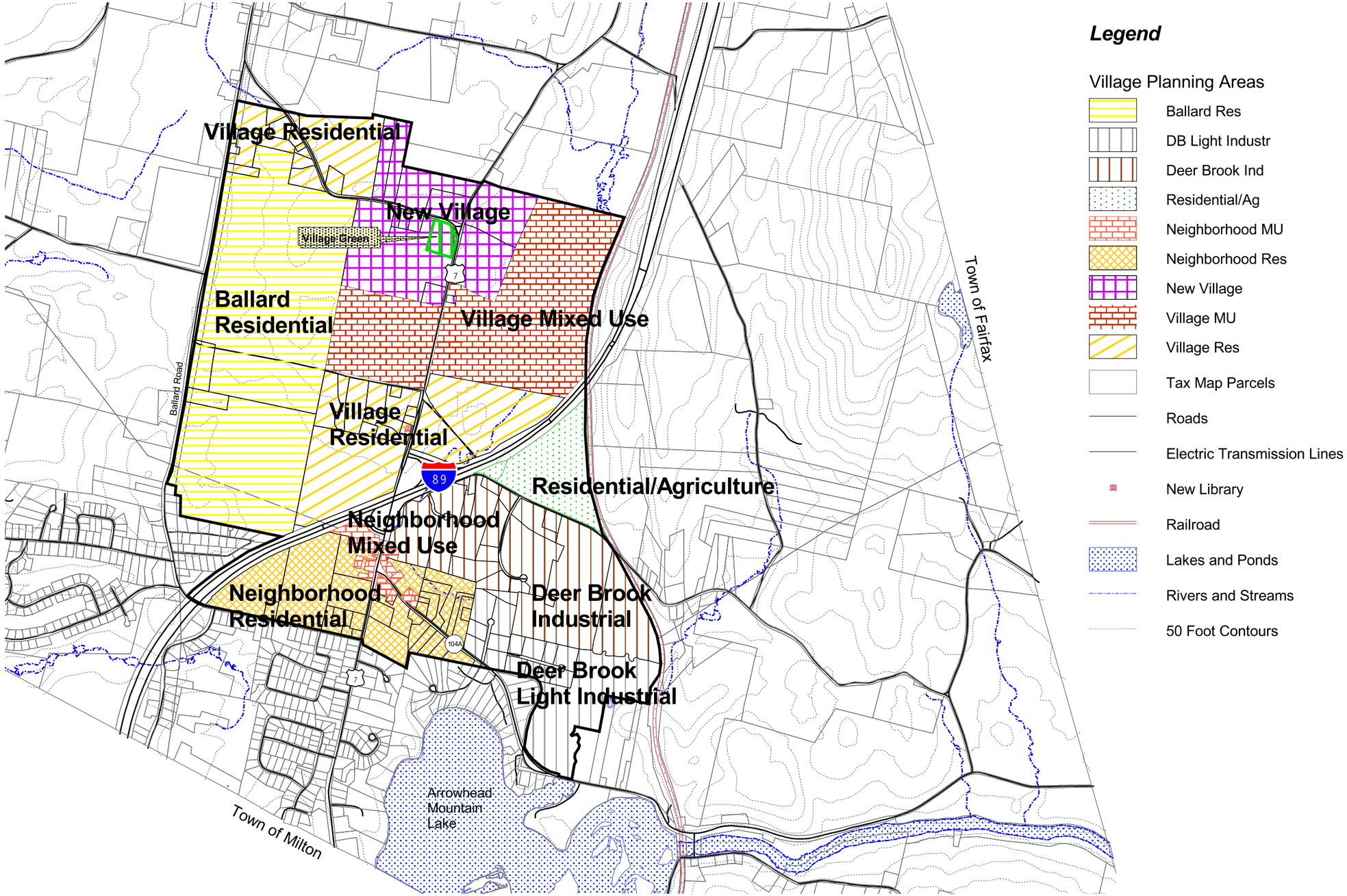


Figure 16

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Prepared For:

Town of Georgia

October, 2002

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Georgia Village Plan
Village Option #1

- Neighborhood Mixed Use
- Neighborhood Residential
- Deer Brook Industrial
- Deer Brook Light Industrial
- Georgia Mountain Residential

These five planning areas border Exit 18 to the north and are bisected by Route 7 and Ballard Road. Presently, this area has a mix of commercial, office, and residential uses. The uses for this planning area are intended to address neighborhood residents and travelers needs and not compete with the New Village area. The Industrial areas are encouraged to develop to the greatest potential while not infringing upon or dominating the existing transportation system. Future connections between these two industrial areas should be considered to encourage truck traffic to stay off of Route 104A.

Use Recommendations

Allowing for mixed uses within the New Village is important for providing a variety of compatible uses to coexist next to each other. Consideration should be given to elements of common concern, such as hours of operation, lighting, and shared parking.

Mixed uses should include some type of mix of the following:

- Commercial blocks with retail, office, and residential in 2, 3, and 4 story configurations.
- Live – work units with housing and office/storefront combinations.
- Residential – multi family, elderly housing, etc.
- Commercial blocks and staff housing above.
- Commercial uses in close walking distance of residential and office/job centers.
- There are opportunities to include alternative housing needs or programs such as co – housing, congregate/skilled care elderly housing, housing and day care, etc.
- Municipal and institutional uses such as town offices, library, church, post office, and schools.
- Retail sales and bakeries/restaurants.
- Offices for uses such as business and professional services.

For the industrial planning areas, these should be limited to light and heavy industrial uses. Commercial use should be encouraged to locate in the New Village or Village Mixed Use Areas.

Streetscape

The streetscape for public roads should have street trees, sidewalks/bike paths, and lighting. Sidewalks/bike paths should be encouraged along Route 7 and public streets in the New Village area. Site design of buildings, parking areas,

and pedestrian circulation should be located to connect to the public sidewalks and bike paths. Street trees should be placed within a greenbelt of a minimum of 6 feet wide, where possible, and spaced 40 to 50 feet apart.

Buildings should be placed to the front of the lot with parking to the side and rear of lots. Shared parking should be encouraged wherever possible and shouldn't dominate the site, with minimum needed for the use.

Recommended Dimensional Standards

Recommended dimensional standards for the *New Village Area* should allow for the greatest density of development.

- 70% lot coverage
- 5,000 sf. minimum lot size
- Setbacks from 5 to 20 feet
- Maximum building footprint: 20,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and rear of lots
- Building height of 3 stories – 50 feet

The *Village Mixed Use Area* should allow for a reasonable amount of density complementing the *New Village Area*.

- 50% lot coverage
- 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Maximum building footprint: 40,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and real of lots
- Building height of 2 to 3 stories – 35 feet

The *Village Residential* and *Ballard Residential Areas* should incorporate a mix of residential uses and densities. The *Ballard Residential Area* should be developed in the future, when the *New Village* and *Village Residential Areas* have developed out.

Village Residential Area:

- 5,000 sf. to 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Encourage planned residential developments with an interconnected roadway network

For the *Neighborhood Mixed Use* and *Residential Areas*, the density and uses shouldn't conflict with the *New Village Area*. This area is intended to offer more of a neighborhood flair of activity and services.

Neighborhood Mixed Use and Residential Areas:

- 40% lot coverage (Neighborhood Mixed Use)
- 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Maximum building footprint: 25,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and rear of lots
- Building height of 2 stories – 35 feet

Buildout Analysis Summary

The input parameters for Village Option 1 worked with planned sewer for several planning areas: New Village, Village Mixed Use, Village Residential, Neighborhood Mixed Use, Deer Brook Industrial and Deer Brook Light Industrial. This allows for a larger building area since an on-site septic system wouldn't need to be considered.

Figures 17 and 18 show the input parameters and summary table for the buildout analysis for Village Option 1. The grand total numbers include both existing uses and structures and potentially future uses (units for residential and square footage for commercial and industrial uses). The commercial uses could be built out to a total of 5.9 million square feet and the industrial uses to a total of 9.1 square feet, which are very large numbers. Even the 4,618 residential units is rather unrealistic.

Advantages/Disadvantages of Proposed Village Option 1

Advantages:

- Village is configured in one contiguous area where a local street network can be developed.
- Potential for reconfiguring Route 7 around Deadman's Curve which could slow traffic and make Route 7 more pedestrian friendly.
- Village Green surrounded by Route 7 and could be focal point in Village.

Disadvantages:

- Very large planning areas that are not realistic or sustainable.
- There is no real connection to Georgia Center.
- Village is divided by the Interstate.

Georgia Village Plan
Village Options - Buildout Analysis
Village Option #1 - Input Parameters

October 2002

	Planning Areas								
PARAMETER	**New Village**	**Village Mixed Use**	**Village Residential**	**Ballard Residential**	**Neighborhood Mixed Use**	**Neighborhood Residential**	**Deer Brook Industrial**	**Deer Brook Light Industrial**	**Residential/ Agricultural**
Density (sf)									
Minimum Lot Size	5000	10000	5000	10000	10000	10000	87120	87120	217800
Percent Comm / Ind	60	40	0	0	25	0	100	100	0
Planned Sewer	Y	Y	Y	N	Y	N	Y	Y	N
Setbacks (feet)	5	10	10	20	10	20	75	75	75
Max Building Size (sf)	20000	40000			25000				
Building Area (%)	70	50			50		50	50	
Height (stories)	3	3	2	2	2	2	2	2	2
Lot Coverage (%)	70	50	50		40	40	75	75	

Septic Parameters

	Minimum Lot Sizes (sf)		
	Planned Sewer	No-Sewer	
Residential	5000	43560	If sewer is not planned, minimum lot sizes need to increase to accommodate onsite septic fields
Commercial		65340	(primary and replacement)
Industrial (dry)		65340	Wet industrial will require larger and more complex onsite disposal conditions
Industrial (wet)		87120	

Figure 17

Georgia Village Plan
Village Options - Buildout Analysis
Village Option #1 - Summary Table

October 2002

								BUILDOUT (units or square feet)			SEPTIC REQUIREMENT (gal/day)		
Planning Area	**Total Acres**	**Net Buildable Area (acres)**	**Septic Limited Soils (acres)**	**Capable Soils (acres)**	**Residential Land (acres)**	**Commercial Land (acres)**	**Industrial Land (acres)**	**Residential (units)**	**Commercial (square feet)**	**Industrial (square feet)**	**Residential**	**Commercial**	**Industrial**
Ballard Res	461	340	261	200	461	-	-	928	0	0	389,644	0	0
DB Light Industr	130	93	24	107	-	-	130	-	0	3,048,144	0	0	4,572,216
Deer Brook Ind	221	186	33	188	-	-	221	-	0	6,076,620	0	0	9,114,930
Residential / Ag	68	60	32	36	68	-	-	58	0	0	24,204	0	0
Neighborhood MU	17	16	11	5	13	4	-	52	450,000	0	21,663	45,000	0
Neighborhood Res	177	145	85	92	177	-	-	492	0	0	206,705	0	0
New Village	199	164	162	37	80	120	-	573	3,016,351	0	240,717	301,635	0
Village MU	366	278	199	167	220	146	-	727	2,496,790	0	305,362	249,679	0
Village Res	226	205	97	129	226	-	-	1,788	0	0	751,168	0	0
Grand Total	**1,866**	**1,489**	**905**	**961**	**1,245**	**270**	**351**	**4,618**	**5,963,142**	**9,124,764**	**1,939,463**	**596,314**	**13,687,146**

Notes:

NBA = Net Buildable Area (Total less contraints)
Septic Limited Soils = Area of soils that can not support septic
Capable Soils = Area of Soils that can support various septic system designs
Residential Land = Total Area that is modelled as Residential Uses
Commercial Land = Area of land that is modelled as Commercial Uses
Industrial Land = Area of land that is modelled as Industrial Uses
Residential Buildout = Maximum Buildout in number of units
Commercial Buildout = Maximum Buildout in total building area (s.f.)
Industrial Buildout = Maximum Buildout in total building area (s.f.)
Septic Requirements - total based on average 420 gal/day for residential unit, 10 gal/day/100 s.f. for commercial and 150 gal/day/100 s.f. for industrial

Village Option 2

Overall Vision of the Plan
The concept for this plan is to create a Village Center focused north and south around Interstate Exit 18, incorporating and redefining the existing development in this area to become the center of activity. In addition, the historic village is acknowledged as important and there should be provisions for allowing limited infill development that is in keeping with its historic character.

The concept is to leave the existing municipal services in the historic village that currently exist. In the Village Center, develop additional municipal/community services such as an expanded library and a post office.

A community center would be appropriate in relation to the municipal services. Having it near where residential development is located, especially multifamily and elderly housing, is important and should occur in the Village Center area.

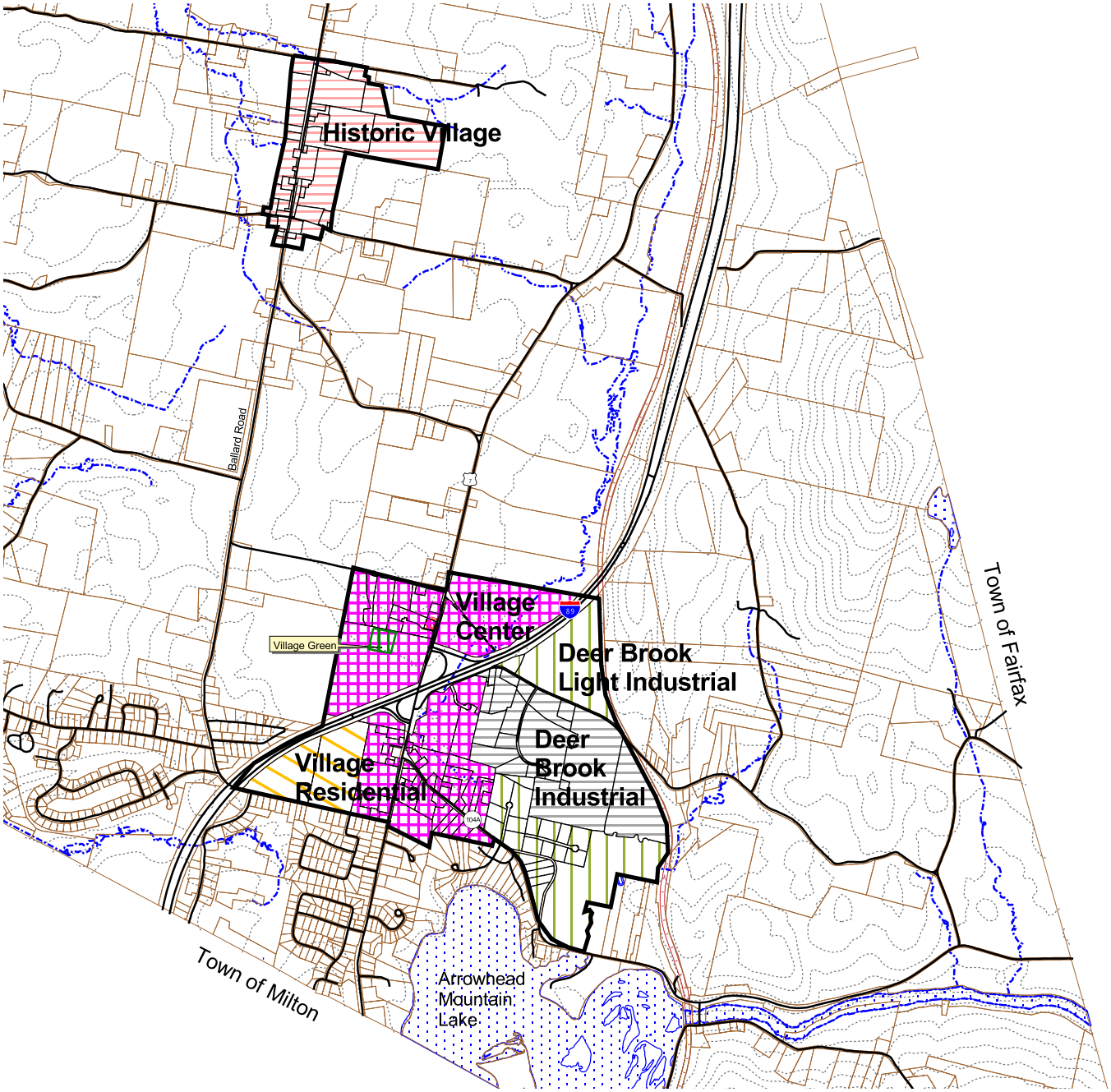
A smaller network of new streets with a green as a focal point should occur and access management guidelines limiting curb cuts along Route 7 will be needed. The streetscape should be designed to be pedestrian friendly yet allow for traffic to flow through.

Planning Area Descriptions
There are five planning areas for the newly defined Village Center on the southern portion of the Village Plan:

- Village Center
- Village Residential
- Residential/Agricultural
- Deer Brook Industrial
- Deer Brook Light Industrial

The Village Center Area would be developed with a central green space as a focal point on the northern side of Exit 18. There should be strong connections made between the northern and southern areas of the Village Center such as streetscape elements, gateway treatments, and pedestrian/bike path connections. The Village Center would include a mix of community and municipal services, commercial, office, residential and retail uses for a density characteristic of Vermont Villages.

The Industrial areas, slightly smaller than Village Option 1, are encouraged to develop to the greatest potential while not infringing upon or dominating the existing transportation system. Future connections between these two areas with a bridge over Deer Brook should be considered to encourage truck traffic to stay off of Route 104A and away from the Village Center.



Legend

Village Planning Areas - South

- DB Industrial
- DB Light Industr
- Residential/Ag
- Village Center
- Village Res

Village Planning Areas - North

- Historic Village
- Roads
- Tax Map Parcels
- New Library
- Lakes and Ponds
- Rivers and Streams
- Railroad
- 50 Foot Contours

Figure 19

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Prepared For:
Town of Georgia

October, 2002

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Georgia Village Plan
Village Option #2

Establishment of a street network that relates to the topography and natural features of the land and connections to existing roadways is important for this area. Traffic calming measures and access management should be incorporated for Route 7 and Route 104A. This will also encourage truck traffic to use the Interstate for travel rather than Route 7 through the village.

There is one planning area for the existing historic village in Georgia Center on the Plan:

- Historic Village

This planning area is intended to offer limited infill development possibilities while respecting the historic character of the area.

Use Recommendations

Allowing for mixed uses within the Village Center is important for providing a variety of compatible uses to coexist next to each other. Consideration should be given to elements of common concern, such as hours of operation, lighting, and shared parking.

Mixed uses should include some type of mix of the following:

- Commercial blocks with retail, office, and residential in 2, 3, and 4 story configurations.
- Live – work units with housing and office/storefront combinations.
- Residential – multi family, elderly housing, etc.
- Commercial blocks and staff housing above.
- Commercial uses in close walking distance of residential and office/job centers.
- There are opportunities to include alternative housing needs or programs such as co – housing, congregate/skilled care elderly housing, housing and day care, etc.
- Municipal and institutional uses such as town offices, library, church, post office, and schools.
- Retail sales and bakeries/restaurants.
- Offices for uses such as business and professional services.

For the industrial planning areas, these should be limited to light and heavy industrial uses. Commercial use should be encouraged to locate in the Village Center Area.

Streetscape

The streetscape for public roads should have street trees, sidewalks/bike paths, and lighting. Sidewalks/bike paths should be encouraged along Route 7 and public streets in the Village Center area. Site design of buildings, parking areas, and pedestrian circulation should be located to connect to the public sidewalks and bike paths. Street trees should be placed within a greenbelt of a minimum of 6 feet wide, where possible, and spaced 40 to 50 feet apart.

Buildings should be placed to the front of the lot with parking to the side and rear of lots. Shared parking should be encouraged wherever possible and shouldn't dominate the site, with minimum needed for the use.

Recommended Dimensional Standards

Recommended dimensional standards for the *Village Center Area* should allow for the greatest density of development.

- 70% lot coverage
- 5,000 sf. minimum lot size
- Setbacks from 5 to 20 feet
- Maximum building footprint: 20,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and rear of lots
- Building height of 3 stories – 50 feet

Village Residential Area:

- 50% lot coverage
- 5,000 sf. to 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Encourage traditional neighborhood and planned residential developments with an interconnected roadway network.

The *Historic Village Area* should be allowed some additional expansion possibilities:

- 40% lot coverage
- 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Maximum building footprint: 15,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and real of lots
- Building height of 2 stories – 35 feet

Buildout Analysis Summary

The input parameters for Village Option 2 worked with planned sewer for several planning areas: Village Center, Village Residential, Deer Brook Industrial and Deer Brook Light Industrial. This allows for a larger building area since an on-site septic system wouldn't need to be considered.

Figures 20 and 21 show the input parameters and summary table for the buildout analysis for Village Option 2. The grand total numbers include both existing uses and structures and potentially future uses (units for residential and square footage for commercial and industrial uses).

The commercial uses could be built out to a total of 5.1 million square feet and the industrial uses to a total of 10.2 square feet, which are very large numbers. Even though the Village Option 2 has less acreage (899 acres) than Village Option 1 (1,866 acres), the Village Option 2 industrial planning areas are larger (389 acres). A height of 3 stories was used for the industrial planning areas, which helped to increase the total industrial square acreage.

The buildout of 1,858 residential units for this village option seems a more realistic number than the 4,618 residential units of Village Option 2.

Advantages/Disadvantages of Proposed Village Option 2

Advantages:

- Village greens in the southern planning areas could be focal points.
- Includes Historic Georgia Center as part of the village.
- More reasonable and sustainable than Option 1.

Disadvantages:

- Village is divided by the Interstate, which creates obstacles for contiguous development.
- Large commercial and industrial areas that don't seem to be reasonable or sustainable.
- Village is configured in two distinct areas with a local street network developed in each area, which can potentially lead to the duplication of services due to physical distance between the Village Center and Historic Village.
- Separation of municipal and commercial uses may reduce synergy and vitality in the village.

Georgia Village Plan *October 2002*
Village Options - Buildout Analysis
Village Option #2 - Input Parameters

	Planning Areas							
PARAMETER	**Village Center**	**Historic Village**	**Village Residential**				**Deer Brook Industrial**	**Deer Brook Light Industrial**
Lookup Codes	**Village Center**	**Historic Village**	**Village Res**				**DB Light Industr**	**DB Industrial**
Density (sf)								
Minimum Lot Size	5000	10000	5000				87120	87120
Percent Commercial	50	25	0				100	100
Planned Sewer	Y	N	Y				Y	Y
Setbacks (feet)	5	10	10				75	75
Max Building Footprint (sf)	20000	15000						
Building Area (%)	70	50					50	50
Height (stories)	3	2	2				3	3
Lot Coverage (%)	70	40	50				75	75

Septic Parameters

	Minimum Lot Sizes (sf)		
	Planned Sewer	No-Sewer	
Residential	5000	43560	If sewer is not planned, minimum lot sizes need to increase to accommodate onsite septic fiel
Commercial		65340	(primary and replacement)
Industrial (dry)		65340	Wet industrial will require larger and more complex onsite disposal conditions
Industrial (wet)		87120	

Figure 20

Georgia Village Plan
Village Options - Buildout Analysis
Village Option #2 - Summary Table

October 2002

							BUILDOUT (units or square feet)			SEPTIC REQUIREMENT (gal/day)		
Planning Area	**Total Acres**	**NBA**	**Septic Limited Soils**	**Capable Soils**	**Residential Land**	**Commercial Land**	**Residential (units)**	**Commercial (square feet)**	**Industrial (square feet)**	**Residential**	**Commercial**	**Industrial**
DB Light Industr	210	165	56	154	-	210	-	-	5,378,495	0	0	8,067,742
Village Res	70	46	55	16	70	-	402	-		168,671	0	0
Historic Village	136	121	46	90	102	34	243	781,182		102,071	78,118	0
Village Center	303	279	103	200	152	152	1,214	4,415,885		509,695	441,589	0
DB Industrial	179	149	12	167	-	179	-	-	4,870,999	0	0	7,306,498
Grand Total	**899**	**760**	**272**	**627**	**324**	**575**	**1,858**	**5,197,067**	**10,249,494**	**780,437**	**519,707**	**15,374,241**

Notes:

NBA = Net Buildable Area (Total less contraints)
Septic Limited Soils = Area of soils that can not support septic
Capable Soils = Area of Soils that can support various septic system designs
Residential Land = Total Area that is modelled as Residential Uses
Commercial Land = Area of land that is modelled as Commercial Uses
Industrial Land = Area of land that is modelled as Industrial Uses
Residential Buildout = Maximum Buildout in number of units
Commercial Buildout = Maximum Buildout in total building area (s.f.)
Industrial Buildout = Maximum Buildout in total building area (s.f.)
Septic Requirements - total based on average 420 gal/day for residential unit, 10 gal/day/100 s.f. for commercial and 150 gal/day/100 s.f. for industrial

Village Option 3

Overall Vision of the Plan
The overall vision here is to expand the village in its historic location in Georgia Center. The concept is to move all municipal, cultural, and business services to the historic village and limit the existing commercial area south of Exit 18 to neighborhood mixed uses, which should not compete with the historic village.

The thought here is to expand upon the street network with a town green near the existing municipal offices. A network of new streets should occur and access management guidelines limiting curb cuts along Route 7 will be needed. The streetscape should be designed to be pedestrian friendly yet allow for traffic to flow through. With this type of approach, heavy truck traffic will be forced to use Interstate 89 rather than Route 7, thereby making the village a more desirable place for the townspeople.

Planning Area Descriptions
There are three planning areas for the newly defined Village on the northern portion of the Village Plan:

- Historic Village
- Village Residential
- Village Transitional

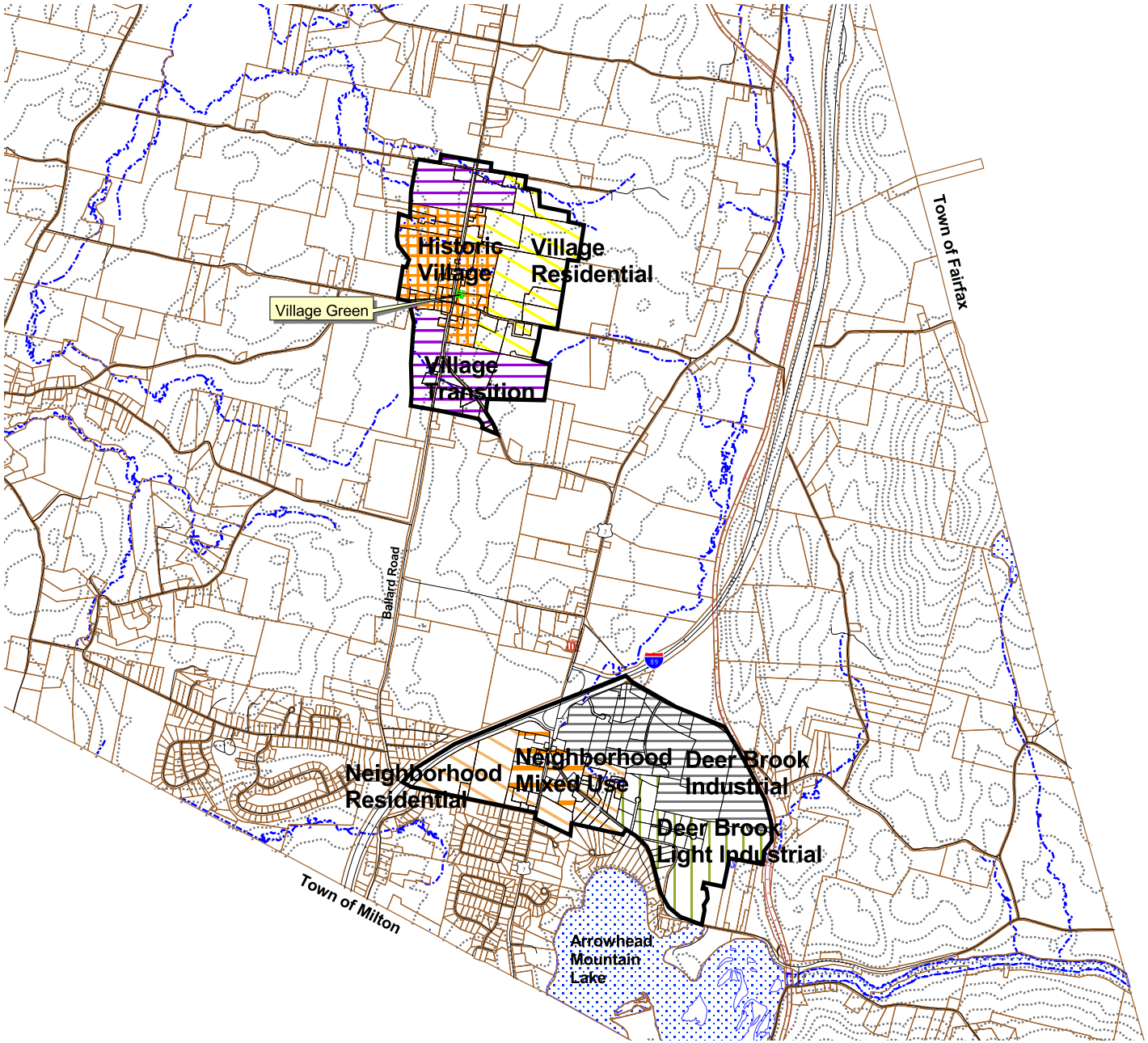
The Historic Village would include a mix of community and municipal services, commercial, office, residential and retail uses for a density characteristic of Vermont Villages.

Establishment of a street network that relates to the topography and natural features of the land and connections to existing roadways is important for this area. Traffic calming measures and access management should be incorporated for Route 7. This will encourage truck traffic to use the Interstate for travel rather than Route 7 through the village.

There are four planning areas for the existing developed area south of Interstate 89 on the Village Plan:

- Neighborhood Mixed Use
- Neighborhood Residential
- Deer Brook Industrial
- Deer Brook Light Industrial

The Industrial areas are encouraged to develop to the greatest potential while not infringing upon or dominating the existing transportation system. Future connections between these two areas should be considered to encourage truck traffic to stay off of Route 104A and away from the Historic Village.



Legend

Village Planning Areas - North

- Historic Village
- Village Res
- Village Transiti

Village Planning Areas - South

- DB Industrial
- DB Light Industr
- Neighborhood MU
- Neighborhood Res
- Roads
- Tax Map Parcels
- New Library
- Lakes and Ponds
- Rivers and Streams
- Railroad
- 50 Foot Contours

Figure 22

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SE GROUP

Prepared For:
Town of Georgia

October, 2002

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Georgia Village Plan
Village Option #3

Use Recommendations
Allowing for mixed uses within the Historic Village is important for providing a variety of compatible uses to coexist next to each other. Consideration should be given to elements of common concern, such as hours of operation, lighting, and shared parking in order to minimize impact to the historic character.

Mixed uses should include some type of mix of the following:

- Commercial blocks with retail, office, and residential in 2 and 3 story configurations.
- Live – work units with housing and office/storefront combinations.
- Residential – multi family, elderly housing, etc.
- Commercial blocks and staff housing above.
- Commercial uses in close walking distance of residential and office/job centers.
- There are opportunities to include alternative housing needs or programs such as co – housing, congregate/skilled care elderly housing, housing and day care, etc.
- Municipal and institutional uses such as town offices, library, church, post office, and schools.
- Retail sales and bakeries/restaurants.
- Offices for uses such as business and professional services.

For the industrial planning areas, these should be limited to light and heavy industrial uses. Commercial use should be encouraged to locate in the Historic Village Area.

Streetscape
The streetscape for public roads should have street trees, sidewalks/bike paths, and lighting. Sidewalks/bike paths should be encouraged along Route 7 and public streets in the Historic Village area. Site design of buildings, parking areas, and pedestrian circulation should be located to connect to the public sidewalks and bike paths. Street trees should be placed within a greenbelt of a minimum of 6 feet wide, where possible, and spaced 40 to 50 feet apart.

Buildings should be placed to the front of the lot with parking to the side and rear of lots. Shared parking should be encouraged wherever possible. However, parking shouldn't dominate the site with minimum needed for the use. Shared parking should be encouraged wherever possible.

Dimensional Standards
Recommended dimensional standards for the *Historic Village Area* should allow for the greatest density of development.

Historic Village:
- 70% lot coverage
- 5,000 sf. minimum lot size
- Setbacks from 5 to 20 feet
- Maximum building footprint: 20,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and rear of lots
- Building height of 3 stories – 50 feet

Village Residential Area:
- 50% lot coverage
- 5,000 sf. to 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Encourage traditional neighborhood and planned residential developments with an interconnected roadway network.

The *Village Transitional Area* should be allowed some additional expansion possibilities:
- 50% lot coverage
- 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Maximum building footprint: 15,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and rear of lots
- Building height of 2 stories – 35 feet

Buildout Analysis Summary
The input parameters for Village Option 3 worked with planned sewer for the following planning areas: Village Traditional, Historic Village, and Village Residential. This will allow for a larger building area since an on-site septic system wouldn't need to be considered.

Figures 23 and 24 show the input parameters and summary table for the buildout analysis for Village Option 3. The grand total numbers include both existing uses and structures and potentially future uses (units for residential and square footage for commercial and industrial uses).

The commercial uses could be built out to a total of 3.4 million square feet and the industrial uses to a total of 8.1 square feet, which are smaller numbers than the previous two village options. The 2,818 residential units seem a realistic number.

Advantages/Disadvantages of Proposed Village Option 3

Advantages:

- Village Greens in the northern and southern planning areas could be focal points in Village.
- Encourages the expansion of the existing Historic Georgia Center as a village, with expanded municipal and commercial activities mixed with various types of residential development.
- Industrial uses remain near Interstate 89 Exit 18, thereby limiting heavy truck traffic through the Village.

Disadvantages:

- Village is split into two different areas divided by the Interstate, which creates obstacles for contiguous development.
- There may be more challenges to creating planned sewer for the Historic Village area because of soil limitations.

Georgia Village Plan
Village Options - Buildout Analysis
Village Option #3 - Input Parameters

October 2002

	Planning Areas								
PARAMETER	**Village Transitional**	**Historic Village**	**Village Residential**	**Neighborhood Mixed Use**	**Neighborhood Residential**		**Deer Brook Industrial (wet)**	**Deer Brook Light Industrial (dry)**	
Lookup Codes	**Village Transitional**	**Historic Village**	**Village Res**	**Neighborhood Mixed Use**	**Neighborhood Residential**		**DB Light Industr**	**DB Industrial**	
Density (sf)									
Minimum Lot Size	10000	5000	5000	10000	10000		87120	87120	
Percent Commercial	25	50	0	25	0		100	100	
Planned Sewer	Y	Y	Y	N	N		N	N	
Setbacks (feet)	10	5	10	10	20		75	75	
Max Building Size (sf)	15000	20000		25000					
Building Area (%)	50	70		50			50	50	
Height (stories)	2	3	2	2	2		2	2	
Lot Coverage (%)	50	70	50	40	40		75	75	

Septic Parameters

	Minimum Lot Sizes (sf)	
	Planned Sewer	No-Sewer
Residential	5000	43560
Commercial		65340
Industrial (dry)		65340
Industrial (wet)		87120

If sewer is not planned, minimum lot sizes need to increase to accommodate onsite septic fields (primary and replacement)
Wet industrial will require larger and more complex onsite disposal conditions

Figure 23

Georgia Village Plan
Village Options - Buildout Analysis
Village Option #3 - Summary Table

								BUILDOUT (units or square feet)			SEPTIC REQUIREMENT (gal/day)		
Planning Area	**Total Acres**	**Net Buildable Area (acres)**	**Septic Limited Soils (acres)**	**Capable Soils (acres)**	**Residential Land (acres)**	**Commercial Land (acres)**	**Industrial Land (acres)**	**Residential (units)**	**Commercial (square feet)**	**Industrial (square feet)**	**Residential**	**Commercial**	**Industrial**
DB Light Industr	139	102	24	115	-	-	139	-	-	3,331,883	-	-	4,997,824
Neighborhood MU	57	52	34	23	43	14	-	125	615,578	-	52,601	61,558	-
Neighborhood Res	137	109	63	74	137	-	-	380	-	-	159,422	-	-
Village Res	166	153	97	69	166	-	-	1,331	-	-	559,167	-	-
Historic Village	134	111	53	81	67	67		485	1,858,080	-	203,677	185,808	-
DB Industrial	181	146	33	148	-		181	-	-	4,777,824	-	-	7,166,736
Village Transiti	185	152	83	102	139	46	-	497	939,995		208,812	93,999	-
Grand Total	**999**	**826**	**386**	**612**	**552**	**127**	**320**	**2,818**	**3,413,653**	**8,109,707**	**1,183,679**	**341,365**	**12,164,560**

Notes:

NBA = Net Buildable Area (Total less contraints)
Septic Limited Soils = Area of soils that can not support septic
Capable Soils = Area of Soils that can support various septic system designs
Residential Land = Total Area that is modelled as Residential Uses
Commercial Land = Area of land that is modelled as Commercial Uses
Industrial Land = Area of land that is modelled as Industrial Uses
Residential Buildout = Maximum Buildout in number of units
Commercial Buildout = Maximum Buildout in total building area (s.f.)
Industrial Buildout = Maximum Buildout in total building area (s.f.)
Septic Requirements - total based on average 420 gal/day for residential unit, 10 gal/day/100 s.f. for commercial and 150 gal/day/100 s.f. for industrial

Second Public Forum

A second public forum was held on October 22, 2002 to present the three village plan options and buildout analysis information. The public turnout to this meeting was not as strong as showing as the first public forum with approximately 35 people participating.

VILLAGE PLANNING PUBLIC FORUM

DID WE LISTEN TO YOU?

In response to great public input at the previous public forum, three village options were created for further critique.

View these options and select a preferred plan.

WHEN: **Tuesday October 22nd at 7:00 PM**

WHERE: **The Georgia Elementary School Cafeteria (upper building)**

WHO: **All residents and business owners are invited to attend**

The forum will be facilitated by Gail Henderson-King of *Lamoureux and Dickinson Consulting Engineers, Inc.*, Mark Kane of *SE Group*, and members of the **Georgia Planning Commission**.

A majority of the residents who attended this meeting weren't involved in the first public forum, which ended up with some disconnect for understanding the comments and common themes that were used to create the village plan options. There was no general consensus as to which village plan was preferred from this public forum. Some comments from this meeting were:

- Does the town need a village?
- There should be a town vote as to whether a village is desired.
- The town can't afford to develop planned municipal infrastructure; its too costly.

Following this second public forum, the Planning Commission discussed which of the three village plan options or variations thereof should be used to develop the final preferred village plan. Considering all of the public comments from the first and second public forums, the Planning Commission selected Village Option #2 for the final preferred village plan.

V. FINAL VILLAGE PLAN

With public input, the Planning Commission reviewed the three village options and selected Option #2 for the Final Village Plan. This plan works with the existing development patterns focused around Interstate 89 Exit 18, keeps the agricultural heritage as an important factor, and the Historic Village center as integral pieces to the vision of Georgia. The basic elements of the Final Village Plan include the following:

- A defined compact Town Center and Historic Village pattern of mixed uses while preserving the rural countryside and agricultural character of Georgia. Creating two areas that relate to existing settlement patterns will help to preserve the unique cultural and natural heritage of existing active farms and forestland by concentrating higher development densities and services in the Town Center and Historic Village.

- Public facilities, municipal services and an open space and path/ sidewalk/trail network are incorporated.

- A mix of uses are recommended, which should include residential with commercial and institutional/municipal development. Areas for residential development should include a range of housing types such as affordable housing, multifamily, single family and elderly/congregate housing.

- Higher densities consisting of higher lot coverage, increased number of building stories, and smaller setbacks; site design guidelines and access management techniques are recommended.

- Designing safe pedestrian and bicycle transportation networks and roadway crossings within the Route 7 corridor with connections between the Town Center and Historic Village are recommended .

Overall Vision for the Final Village Plan

The concept for the final Village Plan is to create a Town Center focused around Interstate Exit 18, incorporating and redefining the existing development to become the central hub of commercial and mixed use activity, while allowing the Historic Village to expand to accommodate limited residential, municipal and institutional infill, limited commercial, mixed uses and home businesses and occupations that are in keeping with the surrounding character. Through public involvement, it became clear the Town wants the Town Center to service the Town and immediate neighboring communities. However, there is no desire for the Town Center to have a regional draw due to Georgia's close proximity to St. Albans and Milton, which both already have an established city and town centers intended to serve a larger geographical area.

The Town Center vision is to allow for mixed use and commercial development to occur while increasing the allowed density and lot coverage for a more compact community. Some identified uses that are recommended for the Town Center are additional community services such as a satellite town garage and fire/rescue station, a full service post office, grocery and hardware stores. Several town greens and neighborhood parks are proposed to service the surrounding developments. Having a community center near where residential development is located, especially multifamily and elderly housing, is important and is recommend for both the Town Center and the Historic Village.

The community felt it is important to leave the existing municipal services in the Historic Village that currently exist there. It is recommend to move and expand the library back to the Historic Village to coexist with the existing municipal facilities and be closer to the school. In addition, it is recommended to develop additional community services such as a community/education center, expand the municipal buildings and facilities, and school. A redefined and expanded historic village green is suggested here as a community space for activities associated with the schools and community center and is shown with sidewalks to connect to these facilities and residential areas within the Historic Village.

A smaller network of new streets with several Town greens/public spaces as a focal point should occur and access management guidelines limiting curb cuts along Route 7 are recommended. The streetscape for Route 7 through the Town Center and Historic Village should be designed to be pedestrian friendly and accessible rather than as a thruway. Access management and traffic calming measures for Route 7 and Route 104A are recommended.

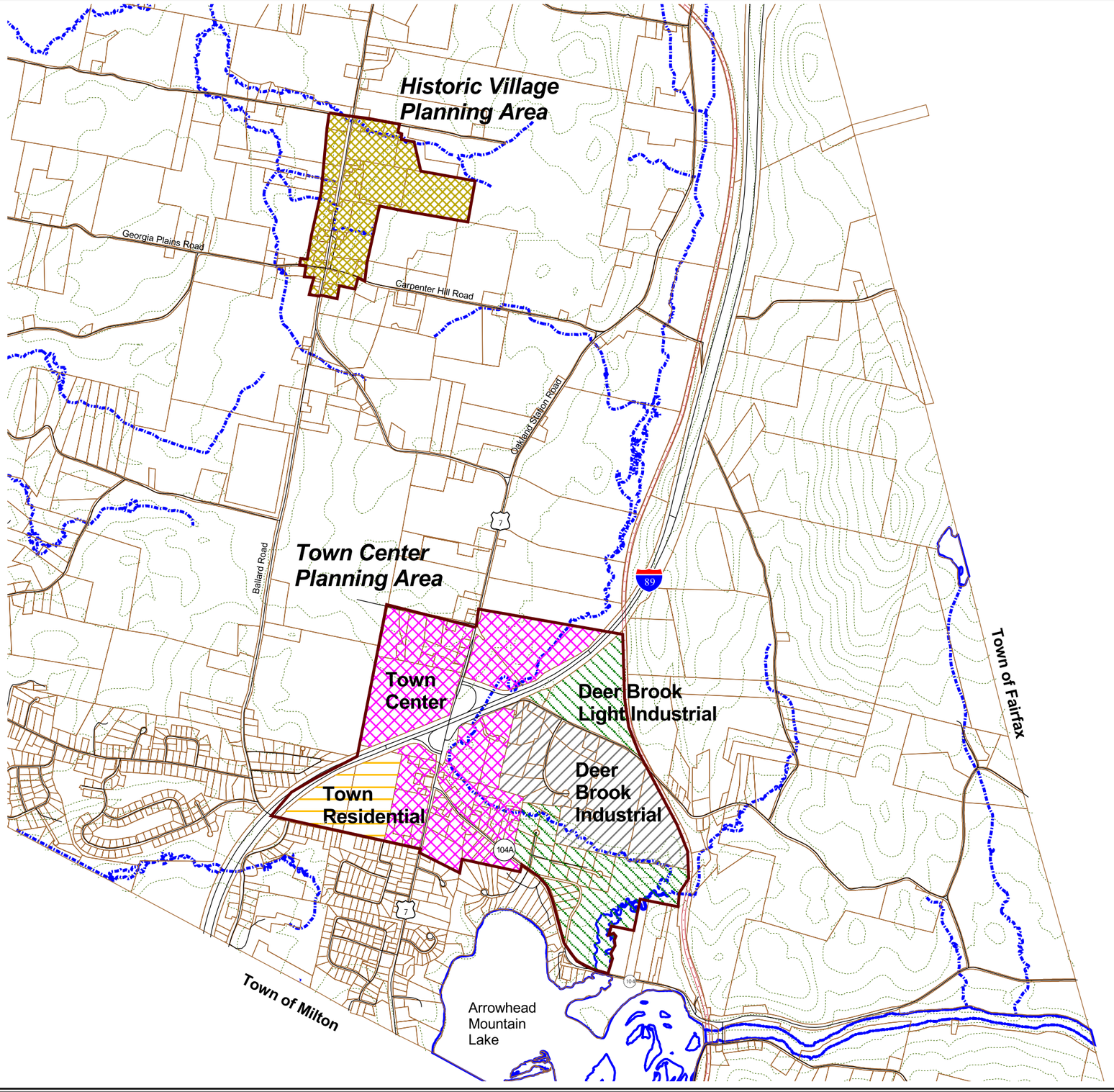
Planned or municipal wastewater is recommended for the Town Center. There is a possibility for working with the owners of the former Whey Plant that has an existing wastewater system, to expand this infrastructure to areas in the Town Center south of Interstate 89 exit 18. For the Town Center north of the Interstate 89 exit 18, there is the possibility for smaller shared systems to serve future development.

Proposed conceptual master plan sketches are provided for the Town Center and Historic Village to represent how these areas could physically be developed. These are intended as hypothetical scenarios only. As more specific master plans, guidelines and Zoning Regulations are developed and prepared, these conceptual master plan sketches should be used as guiding principles and refined as needed.

Georgia Village Plan

Final Village Plan Planning Areas

April 2003



Legend

- Final Plan Outline

Town Center Planning Areas

- Deer Brook Industrial
- DB Light Industr
- Town Center Planning Areas
- Town Center
- Town Residential

Historic Village Planning Area

- Historic Village
- Tax Map Parcels
- Roads
- Lakes and Ponds
- Rivers and Streams
- Railroad
- 50 Foot Contours

3000 0 3000 6000 Feet

0.5 0 0.5 1 1.5 Miles

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SE GROUP

Figure 25

TOWN CENTER

The Town Center area is focused in the Southern Tier area of Georgia where commercial development has occurred in the past several decades. Its approximate boundaries are Ballard Road to the South, the railroad tracks to the east, Dee Road to the north, and between Route 7 and Ballard Road to the west.

The Town Center is recommended to be a compact settlement pattern offering a mixture of uses connected to residential neighborhoods and employment centers with an alternative transportation network to encourage walking as an option to vehicular travel. Future roads and realigned existing roads are proposed for providing an interconnected street network. The streetscape is important and recommended typical cross sections show what the physical characteristics should be.

Planning Area Descriptions

There are four planning areas for the newly defined Town Center on the southern portion of the Final Village Plan:

- Town Center
- Town Residential
- Deer Brook Industrial
- Deer Brook Light Industrial

The Town Center would be developed with a central green space as a focal point on the northern side of Exit 18. There should be strong connections made between the northern and southern areas of the Town Center with streetscape elements, gateway treatments, and pedestrian/bike path connections: sidewalks and bike path/bike lanes on the Route 7 bridge crossing over I89. The Town Center should include a mix of community and municipal services, commercial, office, residential and retail uses for a density characteristic typical of Vermont Town Centers and villages.

The Industrial areas are encouraged to develop to the greatest potential while not infringing upon or dominating the existing transportation system. Future connections between these two areas should be considered to encourage truck traffic to stay off of Route 104A and away from the Town Center.

Establishment of a street network that relates to the topography and natural features of the land and connections to existing roadways is important for this area. Traffic calming measures and access management should be incorporated for Route 7 and Route 104. This will also encourage truck traffic to use the Interstate for travel rather than Route 7 through the village.

Use Recommendations

Allowing for mixed uses within the Town Center is important for providing a variety of compatible uses to coexist next to each other. Consideration should be given to elements of common concern, such as hours of operation, lighting, and shared parking.

Recommended Uses

Residential:
- Multifamily Housing
- Two and Three Family Housing: townhouse, duplex, triplex
- Elderly/Congregate Housing
- Single Family Housing

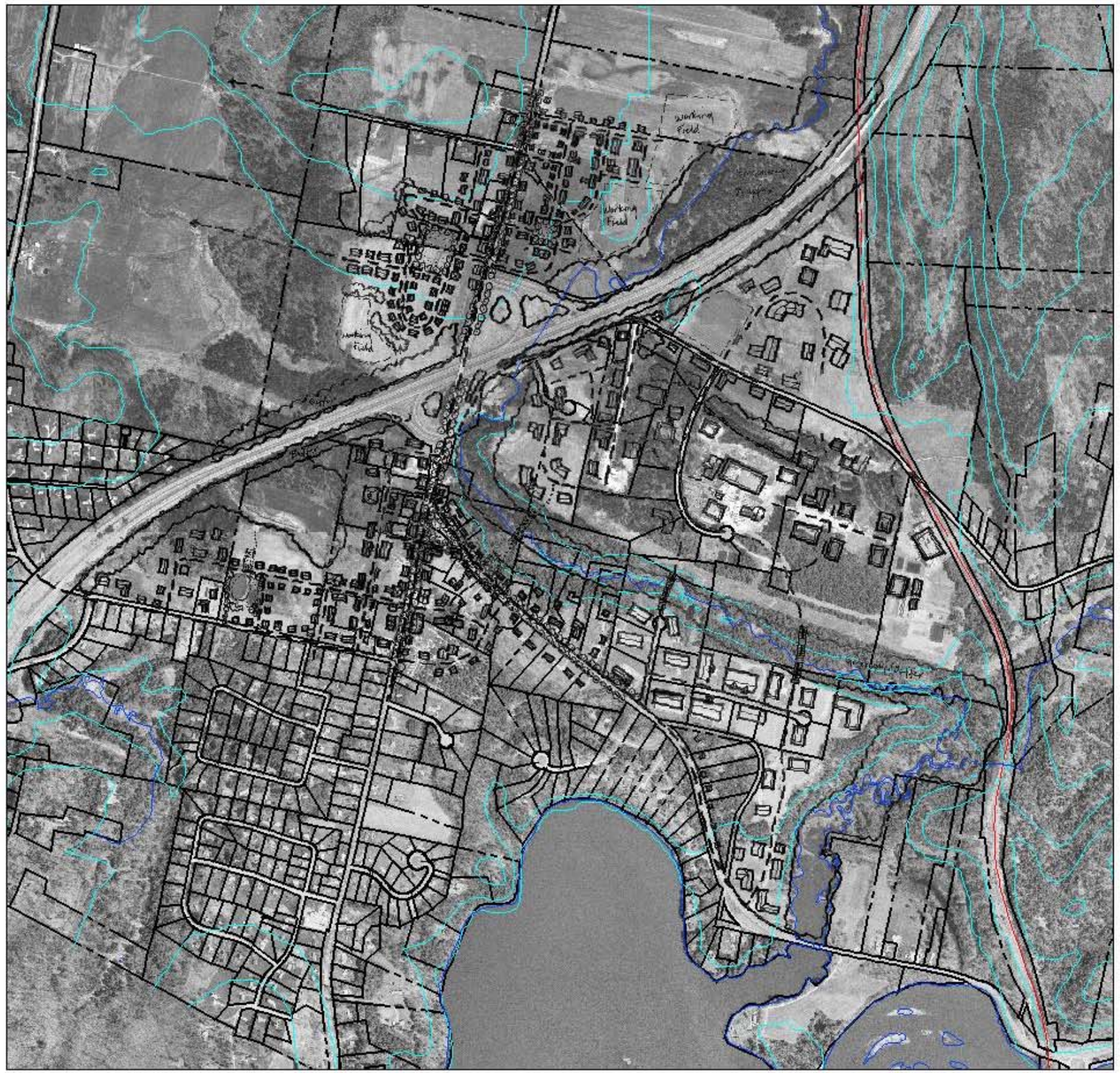
Municipal/ Institutional:
- Community/Teen Center
- Day care/child care facilities
- Future Middle/High School (if not feasible in Historic Village)
- Full Service Post Office
- Fire/Rescue Substation
- Churches and Places of Worship

Office:
- Medical facility/offices
- Professional Offices
- Personal Services: Dry cleaners, barber shops and salons, banks and financial institutions, repair services (enclosed within buildings)

Commercial:
- Retail: small to medium size stores
- Full Service Sit Down Restaurants
- Bakery/Deli
- Grocery Store
- Farm Stand – associated with preserved active fields
- Hardware store
- Drug store
- Farmers/Food Coop for local agriculture
- Indoor recreation facilities

Industrial:
- Existing industrial business expansion
- Agricultural industry – value added and locally grown
- Light manufacturing: small scale crafts, electronic equipment, bakery, furniture

Open Space:
- Bike path/path network
- Sidewalk network
- Town green/public spaces
- Neighborhood Parks for playground/recreation space



Georgia Village Plan

Town Center Sketch Plan

March 2003

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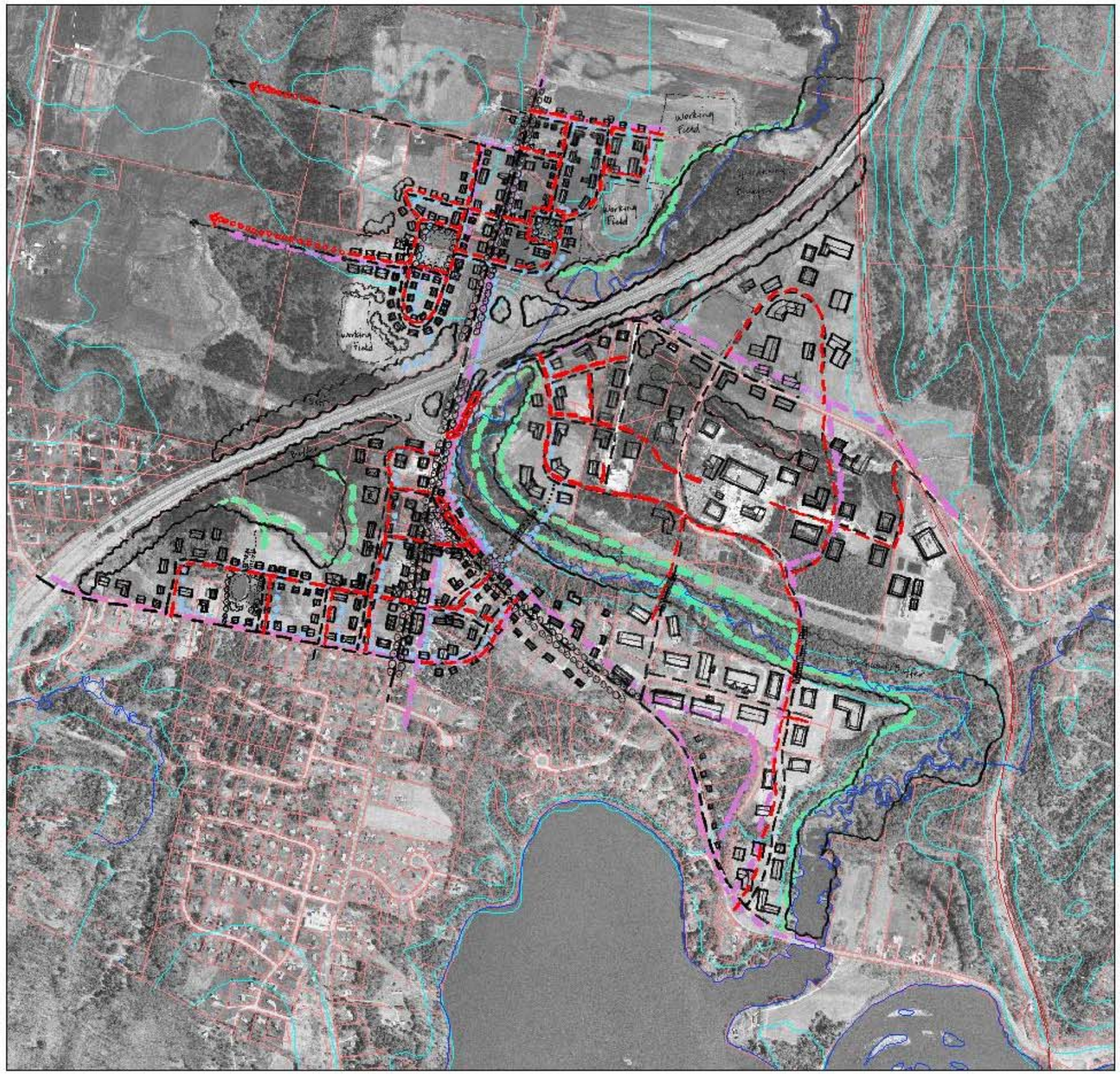
Figure 26



Georgia Village Plan

Town Center Sketch Plan

Proposed Transportation

March 2003

Legend

- New Roads
- Realigned Roads
- Bike Path / Bike Lanes
- Sidewalks
- Walking Trails

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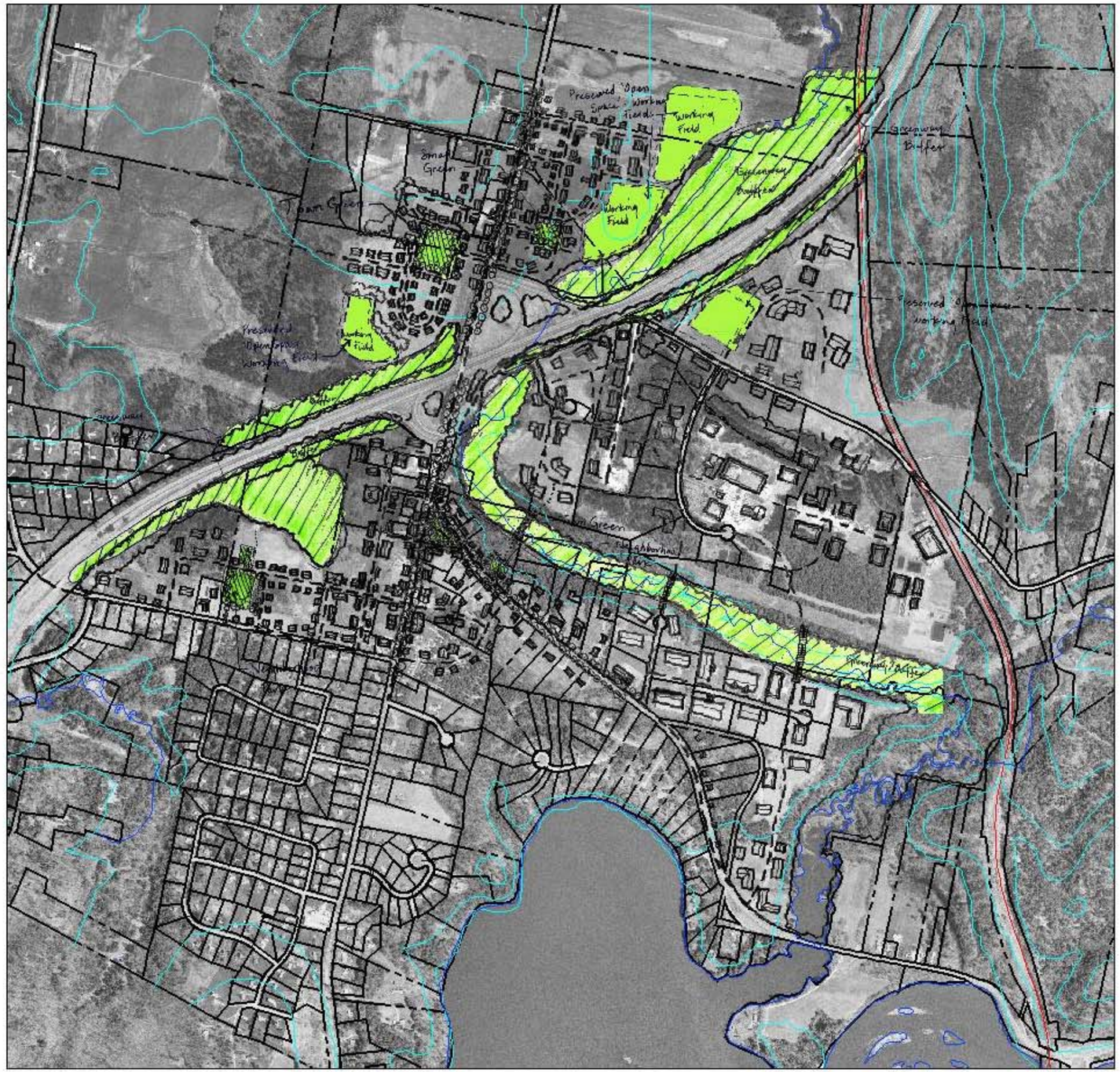
Figure 27



Georgia Village Plan

Town Center Sketch Plan

Proposed Open Space

March 2003

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Figure 28

Mixed uses are recommended for the Town Center. This could include commercial and residential. There is the possibility of mixed uses consisting of commercial and light industrial uses, however, there should be careful consideration as to the types of light industrial uses that are appropriate. Mixed uses should include some type of mix of the following:

- Commercial blocks with retail, office, and residential in 2 and 3 story configurations.
- Live – work units with housing and office/storefront combinations.
- Residential – multifamily, elderly housing, etc.
- Commercial blocks with housing above.
- Commercial uses in close walking distance of residential and office/job centers.
- There are opportunities to include alternative housing needs or programs such as co – housing, congregate/skilled care elderly housing, housing and day care, etc.
- Retail sales and bakeries/restaurants.
- Offices for uses such as business and professional services.

Planned Infrastructure: Roads, Water/Wastewater, Stormwater

Roads

A potential future road network is recommended that provides for interconnected streets. The streetscape for public roads should have street trees, sidewalks/bike paths, and street lighting. Sidewalks/bike paths should be constructed along Route 7 and on public streets that are interconnected to create a pedestrian accessible Town Center. Street trees should be placed within a greenbelt of a minimum of 7 feet wide and spaced 40 feet apart. For recommended street tree species, the Vermont Urban and Community Forestry program is a good resource. However, the use of invasive species must be prohibited. Street lights should be appropriate in design for a downtown and should be placed along sidewalks and key intersections at a pedestrian level of 12 feet.

Water/Wastewater

Typically, villages and towns will have both planned water supply and wastewater systems to allow for higher density development to occur. Specific isolation distances must be maintained between on-site wells and wastewater systems to safeguard potable water supplies. Providing planned water and sewer eliminates these potential conflicts. In addition, providing planned water will assure there is adequate water for usage and fire protection needs.

There is no existing municipal wastewater system in Georgia. The former Whey Plant property has a wastewater system with capacity available. It is recommended to develop a public/private partnership for utilizing and expanding this system to serve the Town Center south of the I89 Exit 18. This will allow for higher density since an on-site septic system wouldn't be needed.

The South Georgia Fire District currently services several neighborhoods along Route 7 south and Ballard Road. As discussed earlier, there may be the possibility of expanding this system if additional source capacity can be developed. If the town decides to develop a planned sewer system, there should be some consideration given to developing a water system that would service the planned sewer areas.

Stormwater Management

Stormwater management for the Georgia Village Plan will need to be managed on both a parcel and watershed level. However, the density and layout of development desired within the Town Center and Historic Village may not accommodate the implementation of STP's required for compliance with each standard on each parcel. It is recommended to consider developing a stormwater utility, a centralized means of providing stormwater management for several parcels, which might be more efficient and more effective in meeting the goals of the Georgia Village Plan.

Alternative Transportation: Sidewalks, Bike Paths/Bike Lanes, Trails

An alternative transportation system of sidewalks, bike paths and bike lanes, and walking trails is important for a successful Town Center. Making provisions for people to access businesses and services without relying upon an automobile is key to a livable community. Sidewalks, bike paths and bike lane designs should follow the *American Association of State Highways and Transportation Officials (AASHTO) Guide to the Development of Bicycle Facilities* and the *Vermont Pedestrian and Bicycle Facility Planning and Design Manual*.

There may be the potential for bus and train service in the future. There currently are several bus routes that pass through Georgia that could be expanded for connections to St. Albans, Burlington and Essex. Considerable discussion has taken place in the last several years of redeveloping train service from Essex to Burlington.

Green Space Network: Greenways, Parks, Working Fields

Integrated public spaces consisting of public parks, extra wide sidewalks, plazas, outdoor dining areas, and neighborhood parks should be encouraged.

The Town Center has several unique features to take advantage of and incorporate into its development. Deer Brook, which traverses through the area, provides a natural buffer between commercial/mixed use/ residential areas and the industrial areas. This could be developed into a greenway with opportunities for pedestrian trails and paths connecting these different areas.

North and south of I89 Exit 18 are several active agrarian fields. These should be encouraged to remain active by encouraging farming/coop opportunities.

HISTORIC VILLAGE

The Historic Village area encompasses the historic settlement in Georgia Center. Route 7 divides this area with Reynolds Road defining the northern border, and Georgia Plains Road and Carpenter Hill Road defines the southern border.

The Historic Village is recommended to continue its existing compact historic settlement pattern offering a mixture of limited uses involving municipal, institutional, and small commercial/ home businesses/occupations connected to residential neighborhoods. An alternative transportation network is recommended to encourage walking as an option to vehicular travel. Future roads and realigned existing roads are proposed for providing an interconnected street network. The streetscape is important and recommended typical cross sections show what the physical characteristics should be.

Planning Area Description

There is one planning area for the newly defined Historic Village area in Georgia Center on the northern portion of the Final Village Plan:

- Historic Village

This planning area is intended to offer limited infill development possibilities while respecting the historic character of the area. Expansion of municipal services and schools should occur here.

Use Recommendations

Allowing for mixed uses within the Historic Center is important for providing a variety of compatible uses to coexist next to each other. Consideration should be given to elements of common concern such as hours of operation, outdoor lighting, shared parking, and compatibility with historic character.

Recommended Uses

Residential:
- Multifamily
- Two and Three Family Housing: townhouse, duplex, triplex
- Elderly Housing
- Single Family Housing

Municipal/ Institutional:
- Expanded Municipal Complex/Offices
- Expanded Town Garage
- Expanded Fire/Rescue Station
- Expanded/New Museum
- Community/Teen Center
- Expanded School System: Elementary, Middle and High School
- Day care/child care facilities
- Relocated/Expanded Library
- Churches and Places of Worship

Commercial:	Small scale retail development: General Store Bed and Breakfast Inns Full Service Sit Down Restaurants Bakery/Deli Farm Stand – associated with preserved active fields
Office:	Home based businesses/Home occupations Small professional offices
Open Space:	Bike path/path network Sidewalk network Town green/small public spaces Larger recreation/ball field space Neighborhood Parks for playground/recreation space

Mixed uses are recommended for the Historic Village in keeping with historic settlement patterns that have occurred over time. This could include limited commercial and residential. Mixed uses should include some type of mix of the following:

- Commercial blocks with retail, office, and residential in 2 and 3 story configurations.
- Residential – multifamily, elderly housing, etc.
- Commercial uses in close walking distance of residential development.
- There are opportunities to include alternative housing needs or programs such as co – housing, congregate/skilled care elderly housing, housing and day care, etc.
- Limited retail sales and bakeries/restaurants.
- Home businesses and occupations for uses such as professional services.

Planned Infrastructure: Roads, Water/Wastewater, Stormwater

Roads

A potential future road network is recommended that provides for interconnected streets. The streetscape for public roads should have street trees, sidewalks/bike paths, and street lighting. Sidewalks/bike paths should be constructed along Route 7 and on public streets that are interconnected to create a pedestrian accessible Historic Village. Street trees should be placed within a greenbelt of a minimum of 7 feet wide and spaced 40 feet apart. For recommended street tree species, the Vermont Urban and Community Forestry program is a good resource. However, the use of invasive species must be prohibited. Street lights should be appropriate in design for a downtown and should be placed along sidewalks and key intersections at a pedestrian level of 12 feet.

Water/Wastewater

There is no existing water system or wellhead protection areas in the Historic Village area. In addition, there is no existing municipal wastewater system in

Georgia Village Plan

Historic Village Sketch Plan

March 2003

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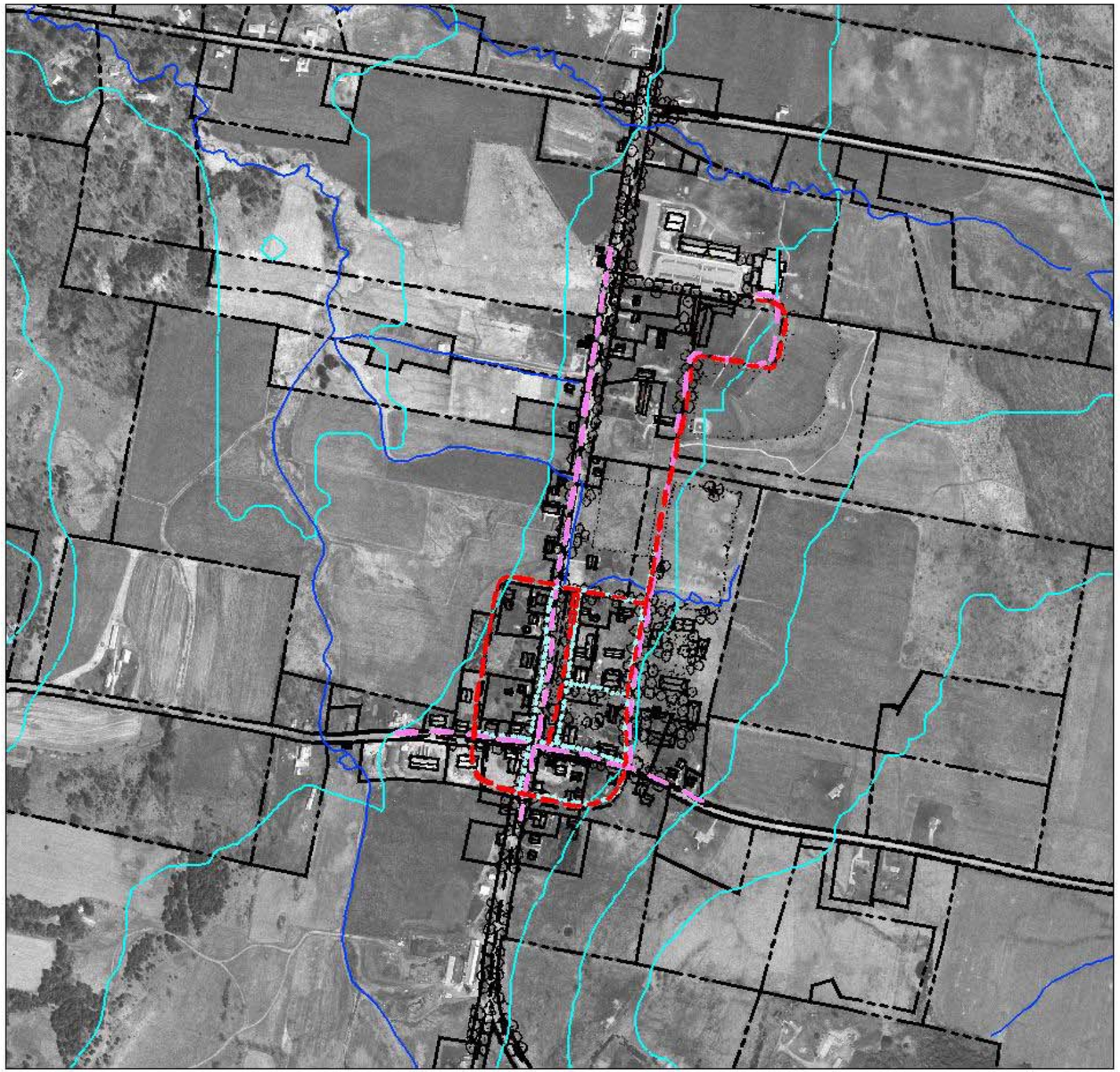
Figure 29



Georgia Village Plan

Historic Village Sketch Plan

Proposed Transportation

March 2003

Legend

- New Roads
- Realigned Roads
- Bike Path / Bike Lanes
- Sidewalks

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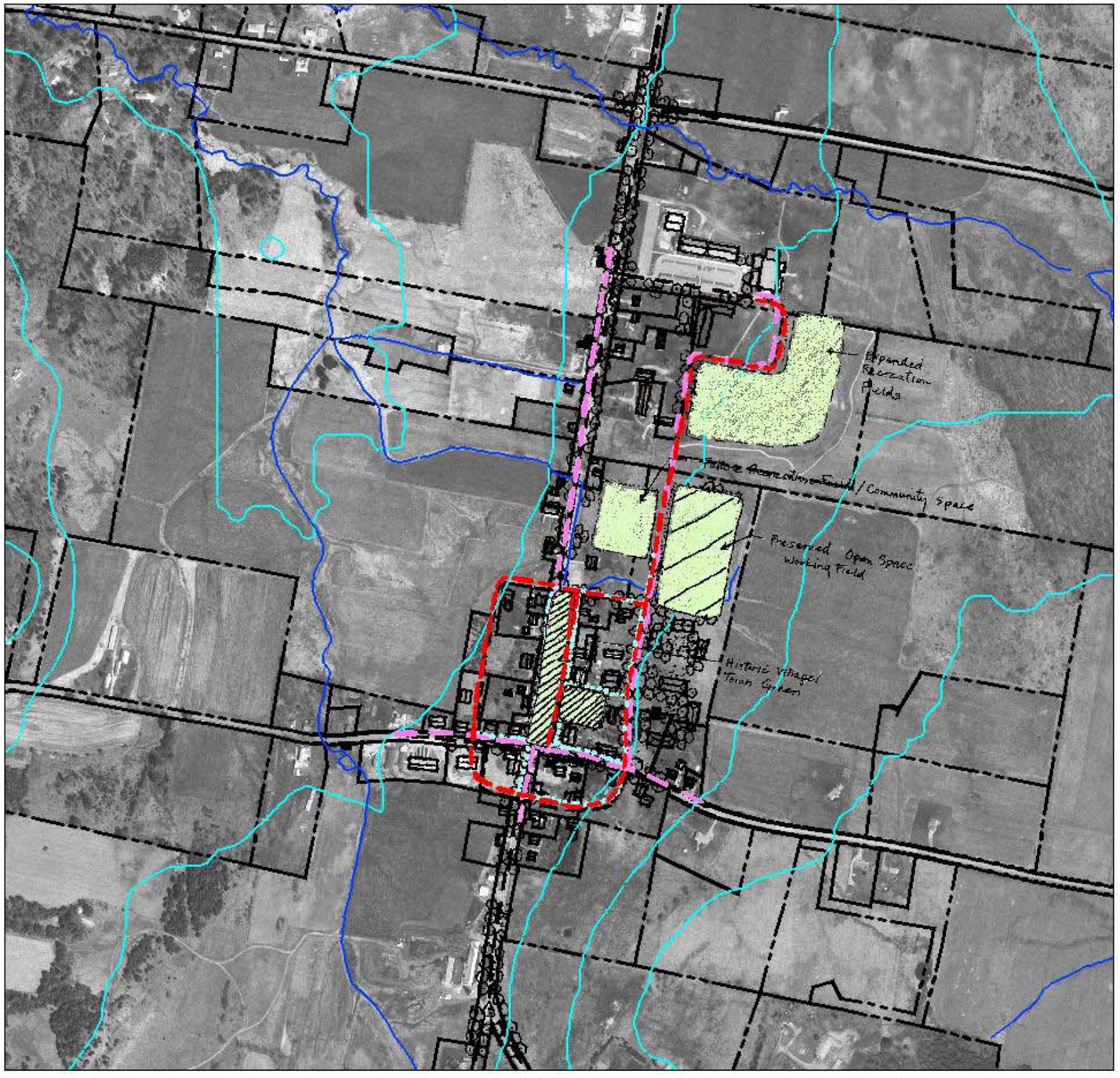
Figure 30



Georgia Village Plan

Historic Village Sketch Plan

Proposed Open Space

March 2003

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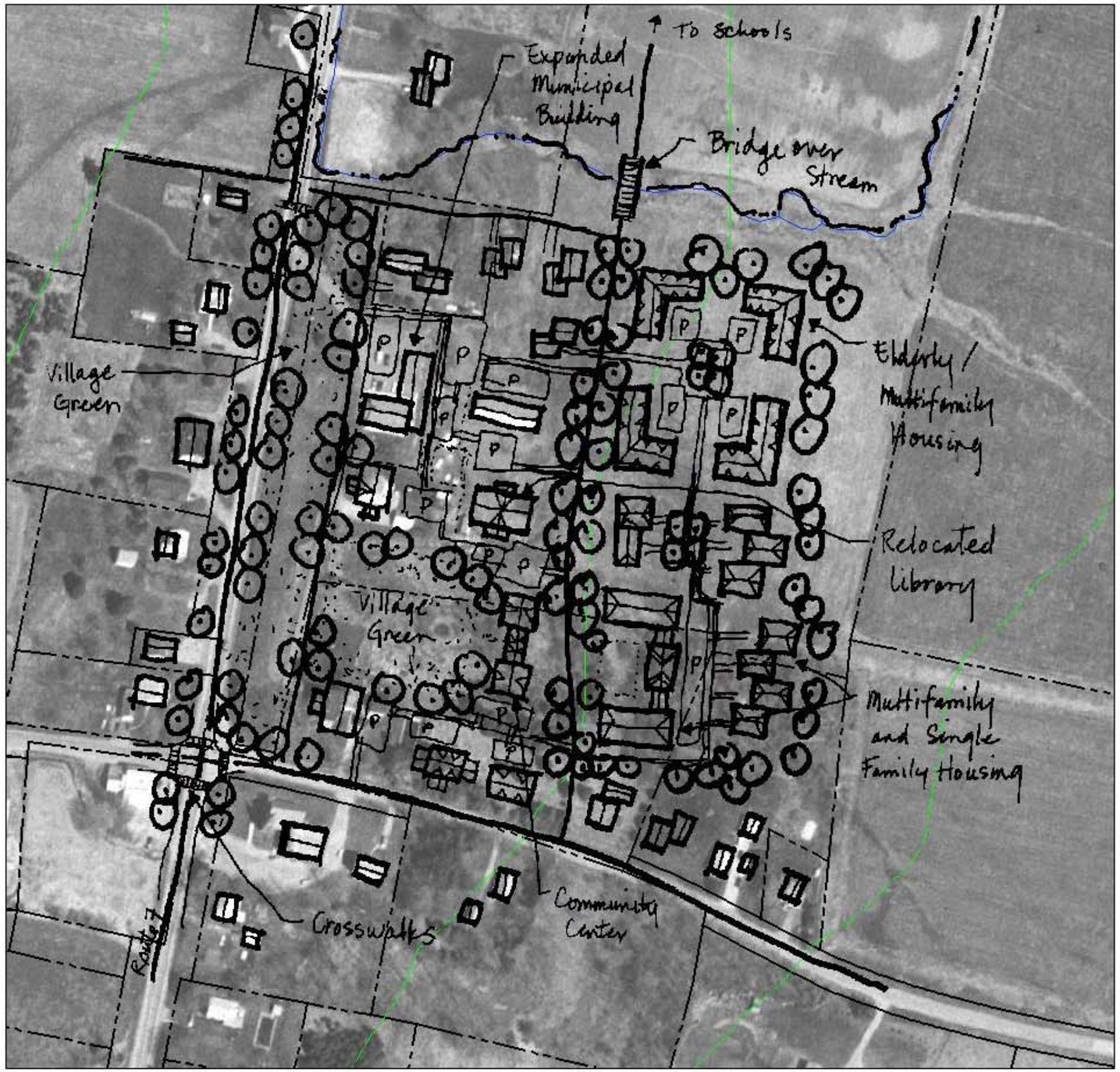
Figure 31



Georgia Village Plan

Historic Village Sketch Plan
Enlargement Option

March 2003

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SE Group

Figure 32

this area. It would be recommended to work with property owners and develop a public/private partnership for developing a limited planned water and wastewater system to serve this area. This will allow for higher density since an on site septic system wouldn't be needed.

Stormwater Management

Stormwater management for the Georgia Village Plan will need to be managed on both a parcel and watershed level. However, the density and layout of development desired within the Town Center and Historic Village may not accommodate the implementation of STP's required for compliance with each standard on each parcel. It is recommended to consider developing a stormwater utility, a centralized means of providing stormwater management for several parcels, which might be more efficient and more effective in meeting the goals of the Georgia Village Plan.

Alternative Transportation: Sidewalks, Bike Paths/Bike Lanes, Trails

An alternative transportation system of sidewalks, bike paths and bike lanes, and walking trails is important in this area. Making provisions for people to access businesses and services without relying upon an automobile is key to a livable community. Sidewalks, bike paths and bike lane designs should follow the *American Association of State Highways and Transportation Officials (AASHTO) Guide to the Development of Bicycle Facilities* and the *Vermont Pedestrian and Bicycle Facility Planning and Design Manual*.

There may be the potential for bus service in the future. There currently are several bus routes that pass through Georgia that could be expanded for connections to St. Albans, Burlington and Essex. There could be some type of public facility in the Town Green vicinity that could function as a bus depot to service the Town Center.

Green Space Network: Greenways, Parks, Working Fields

Integrated public spaces consisting of public parks, extra wide sidewalks, plazas, outdoor dining areas, and neighborhood parks should be encouraged. A redefined and expanded town green is proposed, with additional land for recreation fields and community space.

The Historic Village is bordered by land that is protected with conservation easements, which will prevent it from future development. There is an opportunity to have additional lands that could also be protected and become working fields, which could be utilized for gardening space for residential properties in the Historic Village and encourage farming/coop opportunities.

VI. RECOMMENDED IMPLEMENTATION MEASURES

If the Town of Georgia is to create a new future that keeps local jobs in town, create a Town Center and Historic Village to allow people to live, work, send their children to school, preserves the best that history has to offer, and creates future opportunities, then there are some important next steps that need to be followed.

Georgia's future growth and development will be guided by several major forces:

- The availability of adequate infrastructure to serve the Town Center and Historic Village;
- Revisions to town regulations and policies;
- The willingness of the private sector to build the Town Center and Historic Village; and
- The viability of the Town Center and Historic Village to be developed economically and sustainably.

The Village Plan reflects the creation of a village environment in Georgia and includes the multiple types of uses that the community wants to have happen there. While this plan isn't highly detailed, the basics of a layout for streets and paths, recommended uses, locations for buildings and parking, open space such as greenways and parks can be defined.

Realization of the Georgia Village Plan will be the result of a long term working relationship between the town and private landowners. Private residential, commercial, and industrial development will comprise most of the village plan elements, balanced by strategic public infrastructure improvements, acquired public spaces, and new buildings. Without all parties' cooperation, the effort will fall short and even fail.

It is recommended that the Town establish an Economic Development Leadership Committee to work with the Planning Commission, initiate public/ private partnership efforts and focus attention on the Town Center and Historic Village. This committee could also begin to assist with implementing the recommendations in this report, complete the formulation of specific economic development strategies, and establish and monitor benchmarks or measures of success related to the economic development components.

Master Plan

The Village Plan is a conceptual vision plan as to what could be realized for Georgia. However, a master plan should build on this plan that will guide the future pattern of residential, commercial, and public facility development. By encouraging private development to build neighborhoods, coordinated streets

and pedestrian ways, and open spaces, much of the Village Plan can be realized. The next step is to prepare a more detailed master plan that works with the Village Plan so that the community can move ahead to implement it.

Market Analysis

It is important to understand what the market forces are and how they will influence Georgia's future. Because of the close proximity to Milton and St. Albans, a comprehensive review and analysis of appropriate economic development strategies for Georgia should be included in the Master Plan. This market analysis should consider the following:

- Economic development should at the minimum include the protection of Georgia's natural assets, the fullest utilization of the existing infrastructure that is practical, and a focus on niche markets;

- The Town should establish a specific target for the number of new jobs and housing units they want to locate in Town Center and Historic Village, implement appropriate zoning and development policies, and follow through on required infrastructure development; and

- The possibility of establishing a Tax Increment Financing District should be investigated through the Vermont Economic Progress Council incentives program for the Georgia Village Plan as part of the financing mechanism for infrastructure development.

Town Plan Changes

To begin implementing the Village Plan, appropriate language regarding where growth should be and what future infrastructure improvements are needed should be placed in the Town of Georgia Town Plan.

Zoning Regulations Changes

As with most villages and town centers in Vermont, current zoning may not be adequate or even compatible with the desire to create a new village. The town will need to make revisions in current zoning and other development regulations to allow higher densities, mixed uses, and street and parking standards to guide the new growth center development. Since most of the Village Plan will be the result of private development, regulations that support it are essential.

Site Design/Design Standards

Site design is crucial for developing a successful Town Center. Buildings should be placed close to the street to create a vibrant pedestrian environment, to slow traffic down, provide a storefront character to the street and encourage walking. These standards encourage the formation of blocks of commercial and mixed use buildings for a walkable community.

Site design is crucial for developing successful infill for the Historic Village. Buildings should be placed close to the street, similar to existing historic structures, to create a vibrant pedestrian environment, to slow traffic down, provide a storefront character to the street and encourage walking. These standards encourage the formation of blocks of commercial and mixed use buildings for a walkable community.

Buildings should be placed to the front of the lot with parking to the side and rear of lots. Shared parking and parking courts should be encouraged wherever possible and shouldn't dominate the site; the minimum needed for the use should be built.

Site design of lots: buildings, parking areas, and pedestrian circulation, should connect to the public sidewalks and bike paths.

Proposed Zoning Districts

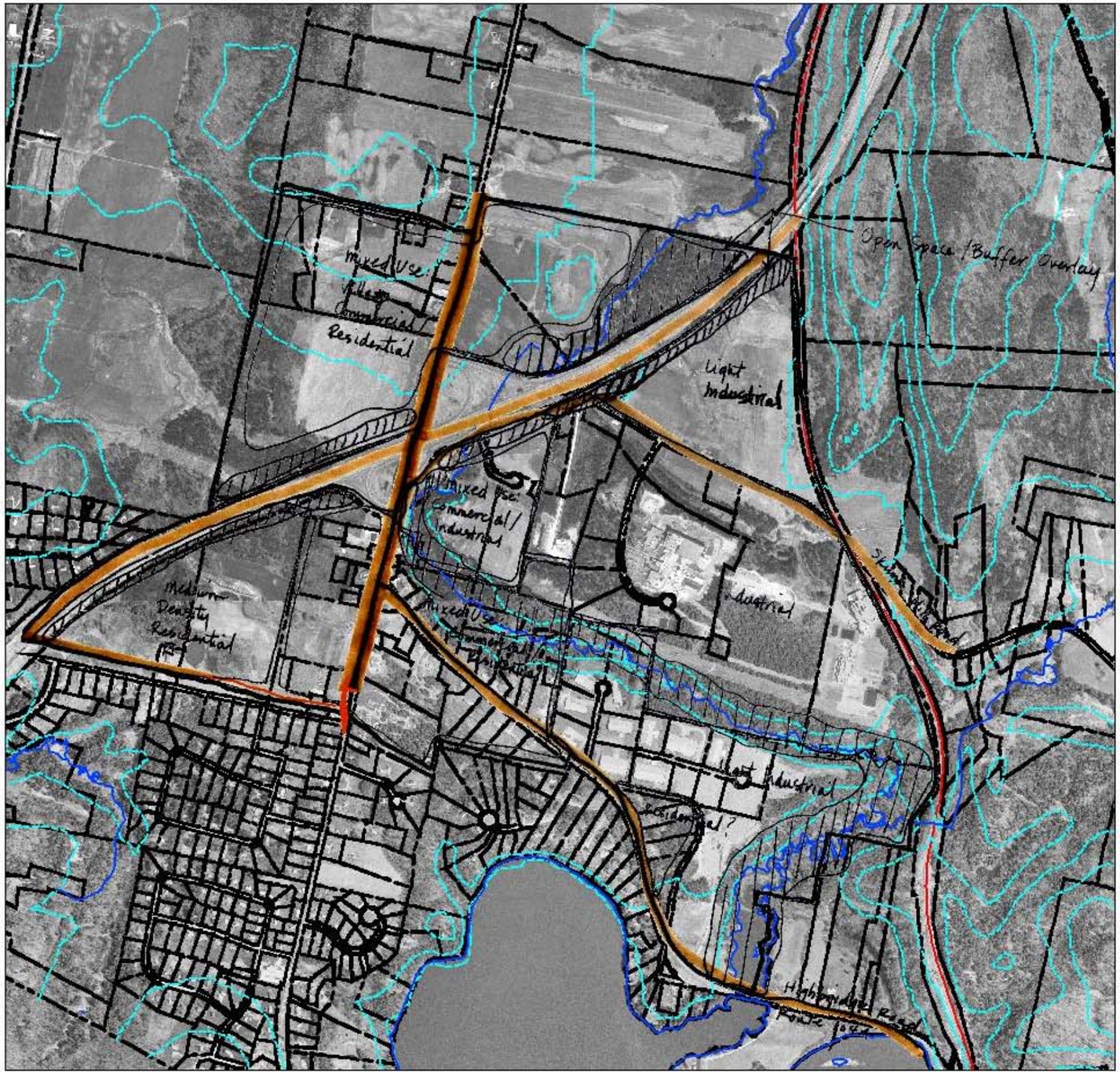
For implementing the Town Center, new zoning districts will need to be created with dimensional standards that reflect the site design layout discussed above. Allowing for higher density: increased lot coverage, smaller minimum lot sizes, and greatly reduced setbacks, is key for having compact development.

The *Mixed Use: Village Commercial / Residential District* and the *Mixed Use: Commercial / Industrial District* should allow for the most flexibility for mixed uses to occur either on a lot or lots. Buildings should be placed close to roads with parking in the rear or side of lots. It would be desirable to include small public spaces within these areas such as small parks, playgrounds, and alleyways. Pedestrian connections are important as part of the streetscape and site design. Residential uses are not recommended in the *Mixed Use: Commercial / Industrial District* due to the incompatibility with industrial uses.

Recommended dimensional standards for the *Mixed Use: Commercial / Residential District* and the *Mixed Use: Commercial / Industrial District* should allow for the greatest density of development.

- 70% lot coverage
- 5,000 sf. minimum lot size
- Setbacks from 5 to 20 feet
- Maximum building footprint: 20,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and real of lots
- Building height of 3 stories – 50 feet

The *Medium Density Residential District* borders Ballard Road on the northern side, where residential uses already exist on the southern side. This district should allow for a higher density of various types of residential development since it has a close proximity to the *Mixed Use Districts*.



Georgia Village Plan

Proposed Zoning: Town Center

March 2003

All data shown is for planning and presentation purposes only. Many data layers are based on original sources with varying scales and qualities. This data should not be misconstrued as an engineering survey. These sketches are intended to convey hypothetical options only.

Prepared For:

Town of Georgia

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Figure 33

Recommended dimensional standards for the *Medium Density Residential District* are as follows.

- 50% lot coverage
- 5,000 sf. to 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Encourage traditional neighborhood and planned residential developments with interconnections to roadway network.

The *Open Space / Buffer Overlay District* incorporates lands bordering Interstate 89 and Deer Brook. This overlay district should be developed to have a minimal 200 feet to 300 feet distance from Interstate 89 to screen and buffer development. Recommended standards for this district are as follows:

- A minimum of 200 to 300 feet from Interstate 89
- No structures should be allowed
- Additional landscape plantings should be required to enhance buffer

For implementing the *Historic Village*, one new zoning district is proposed to be created with dimensional standards that reflect the existing area/site characteristics. It is important for this area to incorporate design standards that involve sensitive infill development in historic districts. Allowing for a slightly higher density: increased lot coverage, smaller minimum lot sizes, and greatly reduced setbacks, is key for having compact development.

The recommended dimensional standards for the *Historic Village* are described below. The *Historic Village* should be allowed some additional expansion possibilities:

- 40% lot coverage
- 10,000 sf. Minimum lot size
- Setbacks from 10 to 20 feet
- Maximum building footprint: 15,000 sf.
- Buildings face the roadways and are close to the roads with parking to the side and rear of lots
- Building height of 2 stories – 35 feet

Streetscape And Access Management

Access management is the current response to the past several decades of development patterns. Land development patterns over the past century considered each parcel independently, with each having its own driveway or access road. As development increases, the number of access driveways, roads and traffic volumes also increases. This, in turn, caused higher accident rates, longer travel delays, inefficient travel, increased congestion and air pollution, and diminished community character. Today, roadways in many areas have conflicting functions of providing local access and longer distance travel. Access management attempts to resolve conflicts and create safer, more efficient roadways by controlling vehicular traffic.

Access management has been one of the most effective methods that municipalities can implement for helping to alleviate traffic congestion and reduce traffic conflicts. Access management balances mobility: accommodating through traffic movement, and accessibility: providing access to property.

There are a variety of tools available for alleviating traffic congestion. These can range from short term approaches such as creating one way streets and signal retiming, which can be easily implemented, to ridesharing programs and modified work hours, which are more challenging to do. Some long term approaches can include developing bicycle and pedestrian systems and pedestrian friendly designs, which are user dependent, to access management and allowing mixed uses.

The Vermont Agency of Transportation (VTrans) has created a Handbook for Community and Transportation Planners, published in September 1996, and an Access Management Program Guidelines, revised July 17, 2000. The Access Management Program Guidelines outlines the six basic principles of access management as follows:

- Limit the number of conflict points.
- Separate conflict points.
- Separate turning volumes from through movements.
- Locate traffic signals to facilitate traffic movement.
- Maintain a hierarchy of roadways to function.
- Limit direct access on higher speed roads.

Access management guidelines should become part of Zoning Regulations, Subdivision Regulations, and Public Works Specifications to be utilized when development projects come forward.

Streetscape Design Standards

The streetscape design promotes a balance of use between vehicles, pedestrians and bicycles. The village center relies on new street design standards for "neo-traditional" town centers as developed through recent research and development

by the new VTrans Design Standards that have relaxed the width guidelines for local streets, as well as recent publications of the Institute of Transportation Engineers (ITE).

Route 7

Functional classification groups highways by the character of the service they provide. For example, an arterial highway functions for movement through an area. A local highway functions for access to properties.

The State of Vermont has classified state highways by functional categories. Route 7 is a Class 7 major collector state highway using the VTrans Functional Classification. This refers to the function a state highway for the purposes of reviewing access management. Class 7 is classified as "rural" sections of highway that have review guidelines.

Route 7 is a state highway, which has different characteristics as to where it exists: in a city/village area, transitional area or a rural area. A typical streetscape for Route 7 through the Historic Village and Town Center, which incorporates curbs, street trees, and outdoor lighting will help with future access management as well as the aesthetics of the highway. These roadway standards should be incorporated into future repaving/upgrade projects for the study area, including recommended access management techniques.

Public participation defined a wide range of conflicts between speeding traffic on Route 7 and a desire to promote a safer pedestrian environment along the road. Future development of the town center along Route 7 will likely trigger the warrants for signalization for several intersections: Ballard Road and Route 104A. Whereas a signal could accommodate the traffic volumes, research has indicated that signals do little to slow speeds when they are green, and the necessary turning lanes for signalized intersections would cause a wider and faster Route 7 and multiple lane pedestrian crossings at the intersections. *The Route 7 Corridor Study* discussed earlier has roundabouts shown that would have consistent low speeds through the Town Center and the efficiency of the roundabout would allow for a single lane road to be preserved. Slower speeds, a narrower road, and extremely high safety track records are all aspects of roundabouts that make them ideal for Georgia.

New Streets

New streets for mixed use/commercial buildings have been designed with either parallel or angled on-street parking to promote efficient parking accessibility for customers of stores and service businesses. These streets are designed for slow travel in the town center and historic village setting and are correspondingly narrow, yet adequate for the use of emergency vehicles and snowplows.

Recommended typical cross sections for existing and future streets are shown in Figures 34 through 37.

The modified grid layout of the streets and continuous loops also offer many options for all vehicular uses including optimal access for emergency needs. All streets have sidewalks or pathways for pedestrian access alongside without forcing pedestrians to walk in the road.

Residential neighborhood streets wide enough for two vehicles to safety pass at slow speed, and residential parking should be located in the side or rear of the lots. In some cases alternating on-street visitor parking would allow further slowing of neighborhood vehicular speeds.

All streets, sidewalks, and pathways should be designed to readily conform to the guidelines of the American with Disabilities Act (ADA).

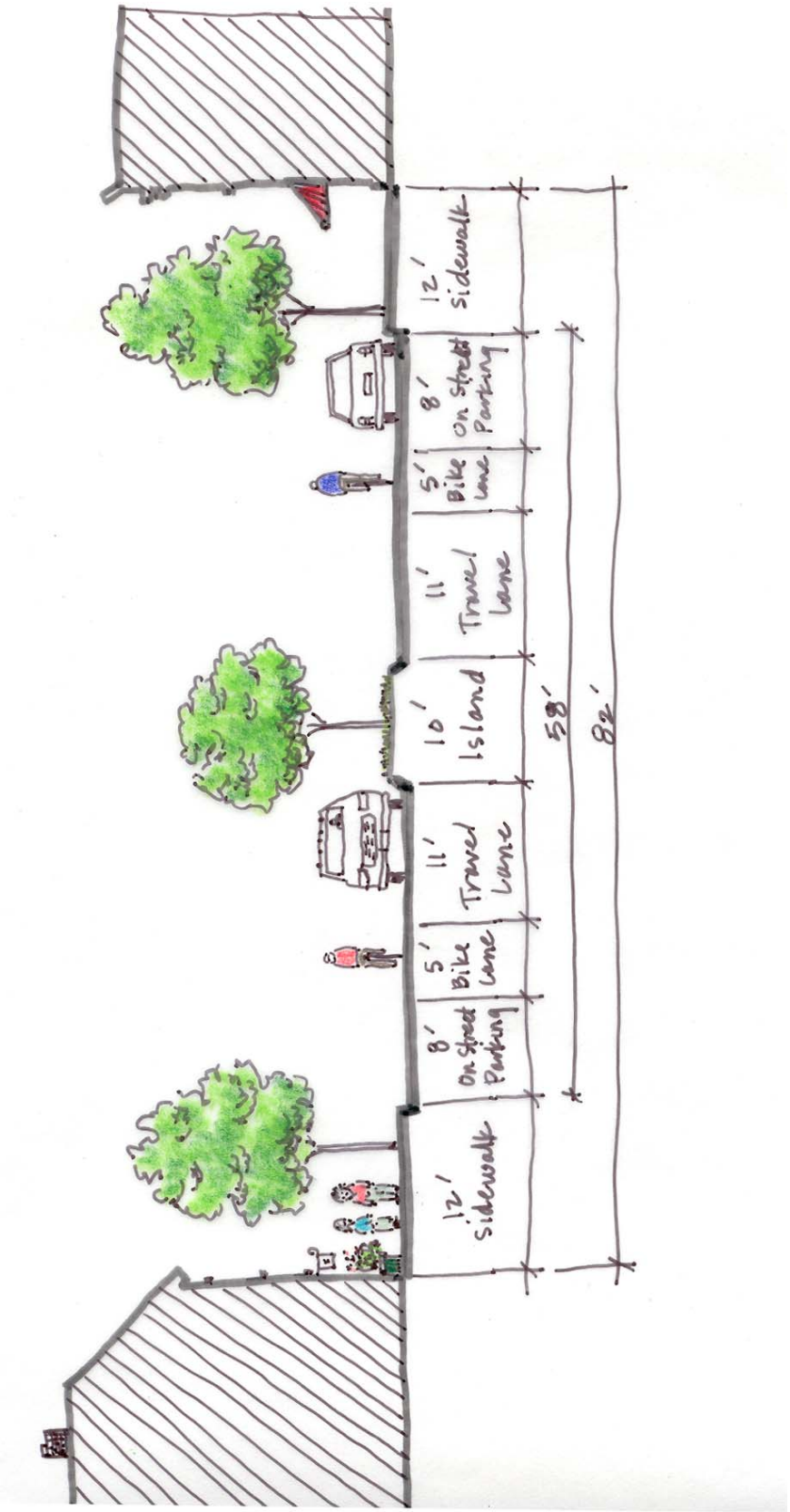


Figure 34: Proposed Cross Section of Route 7 with On Street Parking

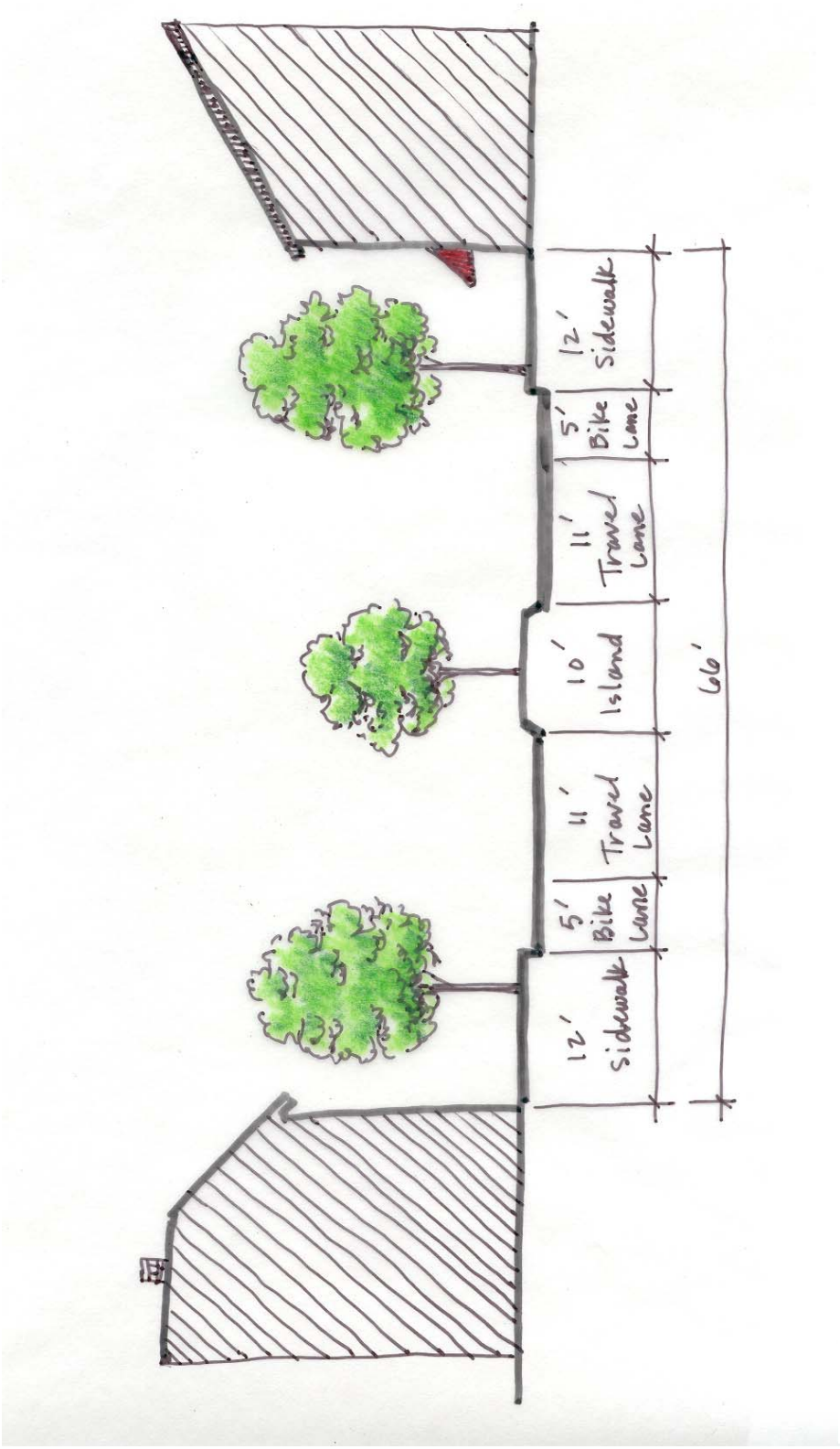


Figure 35: Proposed Cross Section of Route 7 with Bike Lanes

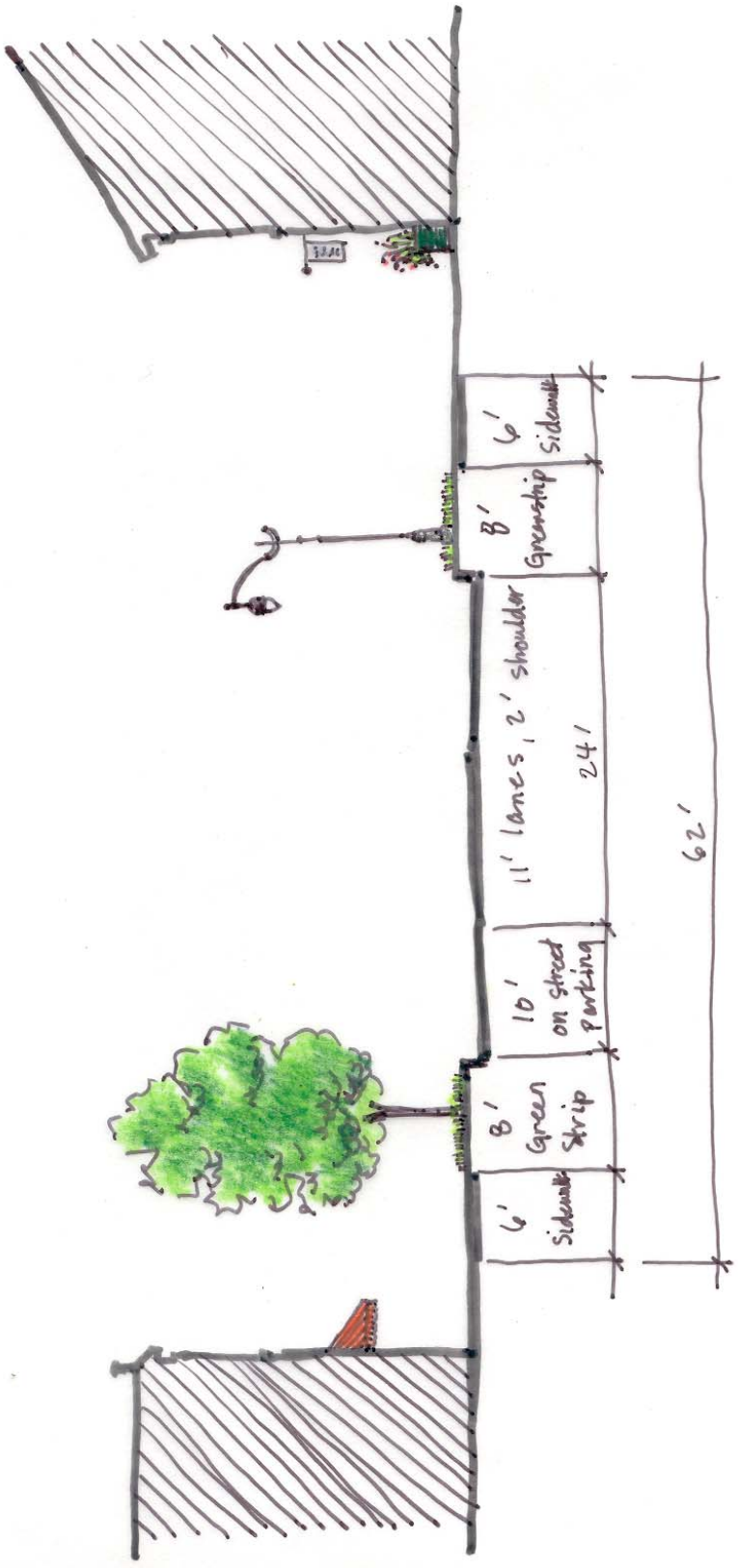


Figure 36: Proposed Cross Section of New Roads

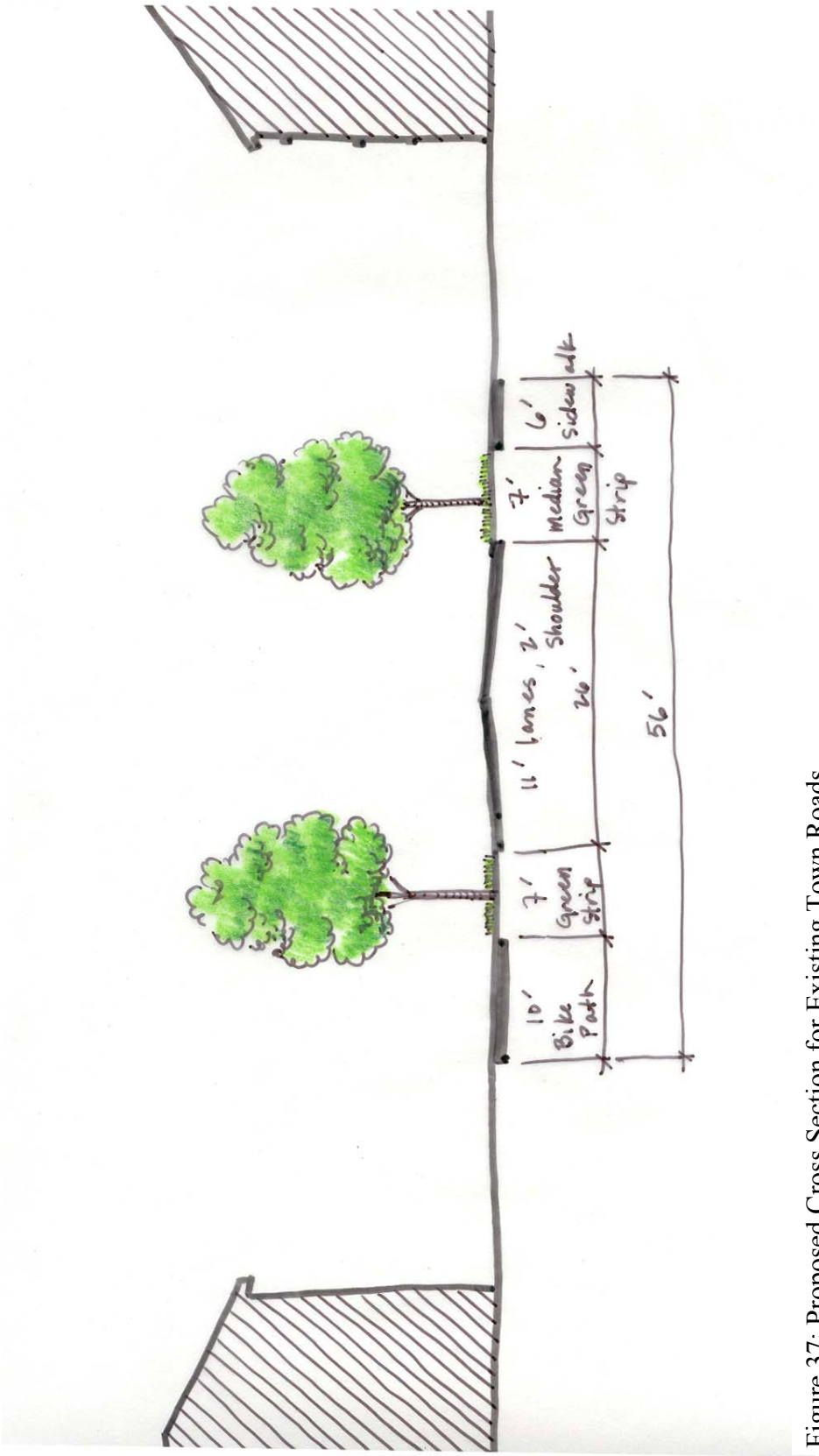


Figure 37: Proposed Cross Section for Existing Town Roads

Driveways

Controlling driveway design, access, configuration and spacing onto roadways is an important component of access management.

Driveways: Sight Distance

Requirements for safe sight distances are very important for a community to adopt. A safe sight distance is what is needed by a driver pulling out onto a road to verify that a road is clear to avoid conflicts with another vehicle. VTrans has defined a safe sight distance by measuring 15 feet back from the edge of an adjacent traveled roadway of a height of 3.5 feet on the drive to a height of 4.25 feet on the traveled roadway. Typically, a safe sight distance for roadway intersections is eleven (11) times the speed limit.

Driveways: Placement and Number

Driveways must be carefully placed to minimize conflicts with highway traffic, allow for safe vehicular flow, and afford a reasonable degree of access to a property. There are several different techniques for driveway placement and design, taking into consideration safe sight distances. These are described in further detail below.

The best approach for driveway management hierarchy strategies vary from removal to redesign:

1. Eliminate driveways whenever possible to have the least number of conflict points.
2. Minimize the number of driveways: spacing and distance between driveways.
3. Driveways may need to be regulated by controlling turning movements to prohibit left turns at certain times during a day.
4. Driveway designs may provide for left turn lanes, deceleration lanes, or barriers.

Table 3

Highway Speed – mph	Minimum Distance – Feet
20	125
25	150
30	200
35	250
40	325
45	400
50	475
55	550

Driveways: Access to Property
Closely spaced driveway curb cuts should be discouraged. This ranges from controlling access to a row of residences to controlling access to commercial business areas, especially strip developments. Gaining access to a property utilizing minor roads, service roads or frontage roads is much preferred, since it will eliminate conflict points and improve safety on a highway. This will also allow for better roadway aesthetics and amenities, such as pedestrian walkways and street trees.

Driveways: Number of Driveways per Property
Access to a property is a certain, however municipalities should limit the number of driveways to a property. Recommended driveway limits:

1. Allow one driveway, which is two way, onto the roadway for single family dwellings and residential complexes.
2. If an access roadway exists or is planned, driveways should be allowed only onto the access roadway.

Placing driveways too close to intersections will cause problems, especially if the intersections are controlled by traffic signals. There should be a minimum corner clearance criteria required to avoid these situations.

Driveways: Shared Driveways
Another method of controlling driveways is through the use of shared driveways/ access for abutting properties. This can be a very successful strategy for where site distances or spacing may be a problem. In addition, shared driveways also works well with shared parking lots, especially for businesses and uses that have little overlap.

Driveways: Design
When driveway intersections are designed well, there are fewer conflicts between vehicles slowing to make turns from highway travel lanes into a property. This is important for both residential and commercial properties.

Municipalities should establish minimum and maximum widths and minimum turning radii for driveways. Maximum driveway widths are important. When excessive, these intersections become unsafe because drivers don't quite know where to position themselves and often can become obstacles for other drivers trying to access a property. Turning radii for commercial driveways are also important. There are minimum turning radius requirements for large vehicles. These two factors will help get larger vehicles off of the major highway quicker.

There are several additional elements for driveway design that are important to control. The first one - driveway throat - applies mostly to commercial properties. This is for a more formal entrance to a property. The throat length is important to allow for sufficient stacking space for vehicles waiting to exit a site, and allow for adequate space for vehicles to pull into a driveway without

conflicting with traffic on the highway. The required length for a driveway throat must be site specific and is best determined by reviewing a traffic impact study for understanding the potential queuing problems. Therefore, there are no minimum standards.

For residential driveways, backing out into traffic on a highway is a very bad situation. Having a turn around on a residential property will allow vehicles to pull out onto a roadway rather than backing out into traffic.

Roadway Access: Site Layout and Design
For access management techniques to be successful, they must be coordinated with land use planning efforts in local regulations.

Subdivision regulations will help with the layout of lots and streets that will allow for adequate traffic flows, emergency vehicle access, utility placement, and appropriate site design. Standards for lot width to depth ratios for subdivision layouts will prevent "bowling alley lots" and flag lots with closely spaced driveways. Encouraging interconnected roadways will prevent a series of dead end roads within a community, which will be easier to maintain and allows for more travel options, thereby reducing congestion.

Zoning Regulations: Site Plan Review should encourage opportunities for cross access-connectivity, or the interconnection of parking areas, wherever possible. This can also involve shared parking. However, internal site circulation must be designed for both vehicles and pedestrians. Shared parking and cross lot access can enhance pedestrian connections, which will reduce the number of vehicles on a given roadway at a time. In addition, parking area standards for all new or redeveloped properties should have curbs to control access in city/village areas.

Site Plan Review should also address alternative transportation systems: transit, pedestrian and bicycle accessibility. Access management techniques presented in this report will also help reduce conflicts between vehicles and alternative transportation systems. It is important to incorporate the following items into Site Plan regulations:

- Sidewalks should have crosswalks at appropriate places: driveways, streets and highways to allow for safe crossings.
- Bike paths and lanes must have appropriate signage and pavement markings to provide for protected bicycle travel.

Access Management Recommended Policy and Regulatory Changes

Town Plan
Recommended guidelines should be added to the Town Plan.

- Promote clustered instead of roadside or strip development. This is particularly important in the village and transitional areas.

- Encourage pedestrian and bike path/lane infrastructure in town center and historic village areas.

Public Works Specifications

Recommended guidelines should be added to Zoning Regulations and future Public Works Standards.

- Establish driveway design standards: width of driveway access at roadway intersection, location/spacing of driveways and roadways, site distance, and traffic volume standards.

Subdivision Regulations

Recommended guidelines should be incorporated into existing Subdivision Regulations.

- Regulate the lot width to depth ratios for proposed subdivisions.
- Restrict the number of driveways accessing a parcel or lot and recommend shared driveways whenever possible.
- Regulate driveway and roadway spacing by including minimum site distance standards and corner lot clearance.
- Regulate private roads.

Zoning Regulations: Site Plan Review

Recommended guidelines should be incorporated into existing Zoning Regulations, which must apply to new and redevelopment projects.

- Encourage mixed uses and cluster development on a lot(s).
- Encourage buildings to be placed close to the roadways and parking areas on side and rear of buildings.
- Restrict the number of driveways accessing a parcel or lot.
- Include minimum distance requirements for driveway spacing.
- Require minimum driveway spacing from intersections.
- Encourage shared driveways whenever possible.
- Encourage or require cross lot circulation/access and require unified on site circulation and parking lot layout.
- Require storm drainage plans that include pavement and curbing requirements.
- Include mandatory sidewalk requirements with connections to abutting properties in city/village areas.
- Encourage transit stops and park and ride provisions for town center and historic village areas.
- Encourage and/or require secondary street access.

Stormwater Management

Management of stormwater runoff is necessary to maintain the natural resources and environmental assets of the Georgia Village Plan: Town Center and Historic Village areas. Deer Brook and the Lamoille River and associated tributaries and wetlands are aesthetic and recreational resources of these area. The development of the Town Center and Historic Village will require construction of new streets, paths, and buildings. The creation of impervious surfaces associated with development increases runoff, alters drainage patterns and existing vegetative cover, and reduces infiltration. Runoff from developed areas also carries sediment, road salt, petroleum deposits, and other residue from suburban activities. Stormwater management includes providing treatment and detention of runoff. Treatment is provided by allowing for sedimentation and filtering of runoff. Detention is provided by holding back a portion of the runoff and releasing it slowly, mitigating the increase in flow resulting from development. Treatment and detention must be provided before runoff is released to existing streams or wetlands.

Permitting Requirements

Stormwater management is regulated by the State Water Quality Division as new development or redevelopment takes place. In general, creation of one acre or more of impervious area will require a State Discharge Permit under the pending Stormwater Management Rule. A permit will be required whether development of the Georgia Village Plan proceeds on a parcel by parcel basis or through implementation of a Master Plan. However, planned growth and installation of stormwater infrastructure will make more efficient use of available land and more efficient operation and maintenance. Implementation of a stormwater utility could provide stormwater management for several parcels in a central location, allowing higher density development and taking advantage of the economy of scale.

Effective stormwater management includes both water quality and water quantity controls. The Vermont Stormwater Management Manual is the guide for designing and sizing stormwater treatment practices (STP's) to meet the specified standards for water quality, channel protection, groundwater recharge, overbank flood protection and extreme flood control. These five elements comprise the unified sizing criteria that form the basis of design for the STP's. Sizing requirements are a function of the site area, impervious area, soil, and vegetation types. However, the impervious cover is the main component in each of the unified sizing criteria.

Acceptable stormwater treatment practices include both structural (ponds, stormwater wetlands, infiltration, filtering systems, and open channels) and non-structural practices (rooftop disconnection, sheetflow, stream buffers and vegetated swales). Certain practices provide only treatment or detention functions, while some practices can provide both. While conventional methods,

such as the typical treatment and detention basins, may be needed, the use of non-structural practices can provide stormwater credits. A stormwater credit can reduce the required water quality and recharge storage volumes, thereby reducing the size and cost of structural STP's. Use of stormwater credits is voluntary, but must be considered in the early stages of site design and layout to be effective.

Stormwater management within the Georgia Village Plan will need to be managed on both a parcel level and watershed level. Most parcels may be able to implement one or more STP's onsite, achieving the requirements for each of the sizing criteria to varying degrees. However, the density and layout of development desired within the Town Center and Historic Village may not accommodate the implementation of STP's required for compliance with each standard on each parcel. A stormwater utility, a centralized means of providing stormwater management for several parcels, might be more efficient and more effective in meeting the goals of the Georgia Village Plan. Although the stormwater utility could be operated privately by a group of landowners, the municipality would be most effective in assuring the proper maintenance and operation of the stormwater management system.

Structural and non-structural practices, or a combination of both can be used to meet treatment standards. Water quality STP's include stormwater ponds, stormwater wetlands, infiltration basins and trenches, filtering systems, and open channels. Stormwater ponds and wetlands can also provide channel protection as well as overbank and extreme flood attenuation through detention of runoff. Infiltration practices capture and allow the initial runoff to infiltrate, meeting water quality and recharge requirements. Open channels, infiltration and filtering practices cannot typically provide detention to meet the channel protection, overbank, or extreme flood requirements.

Stormwater credits can be obtained with the implementation of the following non-structural STP's. These practices should be encouraged at the parcel level of stormwater management.

- Natural area conservation - conservation of natural areas (such as forests, wetlands and buffers, floodplains and undisturbed open spaces) at development sites, thereby retaining their pre-development hydrologic and water quality characteristics. Given the density goals of the Georgia Village Plan, utilizing this credit may not be feasible in many areas. However, it may be applicable in areas where stream buffers and large wetland areas are being preserved.
- Disconnection of rooftop runoff - Rooftop runoff is disconnected from the closed system, and directed over a pervious area where it can either infiltrate into the soil or flow over it with sufficient time and velocity to allow for filtering. This credit is typically obtained by grading the site to promote overland flow through vegetated channels or by providing bio-

retention areas. This practice can be used to meet a portion of the water quality and recharge requirement and should be encouraged for implementation on individual parcels where feasible.

- Disconnection of non-rooftop runoff - Surface runoff from impervious surfaces is directed to pervious areas (rather than a closed collection system) where it is either infiltrated into the soil or filtered by overland flow. Grading on individual parcels to promote overland vegetative filtering should be encouraged where feasible. This practice can be used to meet a portion of the water quality and recharge requirement.
- Stream buffers - This credit is given when a stream buffer effectively treats stormwater runoff. Effective treatment constitutes capturing runoff from pervious and impervious areas adjacent to a stream buffer and treating runoff through overland flow in a natural buffer. Non-concentrated flow through a minimum buffer width of 50 feet is required.
- Grass channels - Credit may be given where open grass channels are used to reduce the volume of runoff and pollutants during smaller storms. Use of a grass channel will automatically meet the minimum recharge requirement, and if designed to certain criteria, can meet the water quality volume for certain types of residential development.

Stormwater Management Recommendations

- Provide stormwater quality and quantity controls consistent with the standards established in the Vermont Stormwater Manual.
- Minimize creation of new impervious surfaces as possible by utilizing shared parking facilities, or alternative permeable surfaces for paths or sidewalks.
- Utilize overland flow across natural terrain or grass filter strips as well as open channels for conveyance of stormwater, rather than the typical curbed roadway or parking lot with a closed pipe system.
- Disconnect runoff from roofs and parking areas from piped collection systems, directing runoff overland across natural terrain, grass filter strips or grass swales.
- Implement stormwater management practices on individual parcels where consistent with the density and layout requirements of the Master Plan.
- Develop a stormwater utility for the centralized management of stormwater runoff in conjunction with the goals of the wetland mitigation plan. Goals of the stormwater utility should be not only the construction of the management system but also the continued operation and maintenance of the system.
- Runoff from undeveloped areas adjacent to the Growth Center should be diverted to existing drainageways, not intercepted by the new stormwater collection system, to minimize capacity requirements.

Capital Plan for Public Improvements

Making the village plan built out in the way that has been envisioned will require considerable public and private investment with the intention of recouping a payback to both. Early identification of public processes for financing improvements and coordination with private developers such that costs can be shared will make the creation of the village plan more financially feasible.

"Umbrella" Permitting for Infrastructure

A concerted effort to unify permitting issues in Georgia will be essential to gaining the needed permits for development of the Town Center and Historic Village areas to proceed. It will far better for the town and various project owners/developers to work together to implement the project. As many individual developers or businesses have learned, trying to "go it alone" to permit wastewater, water supply, and deal with stormwater runoff on a parcel by parcel basis is a frustrating even impossible task. It is far better, whenever possible, for the town and development community to work together.

Public Infrastructure

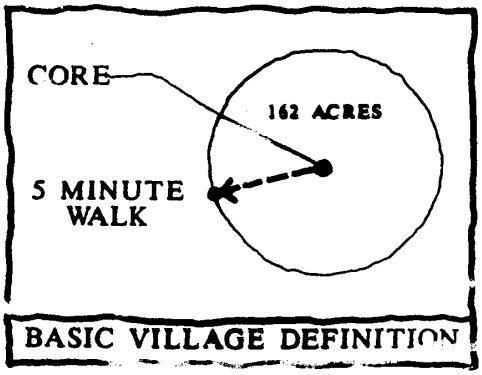
Water and wastewater infrastructure represent likely limiting factors in the amount of development for the Final Village Plan. Planned wastewater and water infrastructure should be provided to the Town Center and Historic Village areas to support the increased densities and mix of uses. Federal and state funds may be available to assist in providing for this service. However, the State Agency of Natural Resources (ANR) current policies support extensions for water and wastewater system development/expansions for existing downtowns and villages. See Appendix D for more information about ANR's policies. Alternatively, higher densities may allow a private sector contribution to the cost and the long-term payback for enhanced property values will be an economic/tax base benefit.

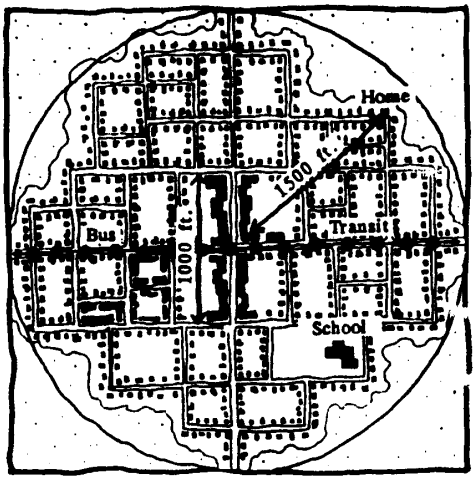
APPENDICIES

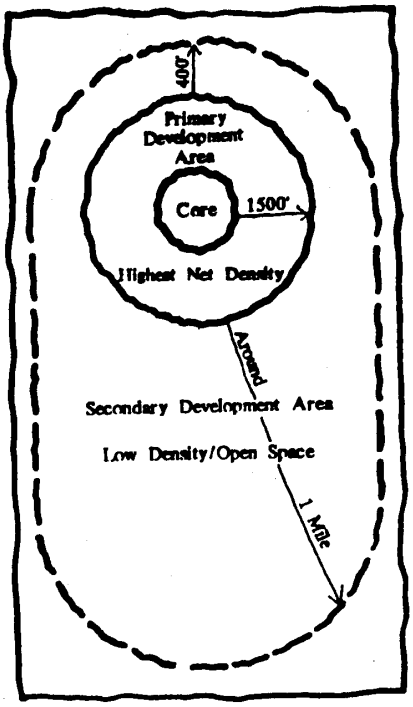
APPENDIX A
Public Forum Comments and Plans

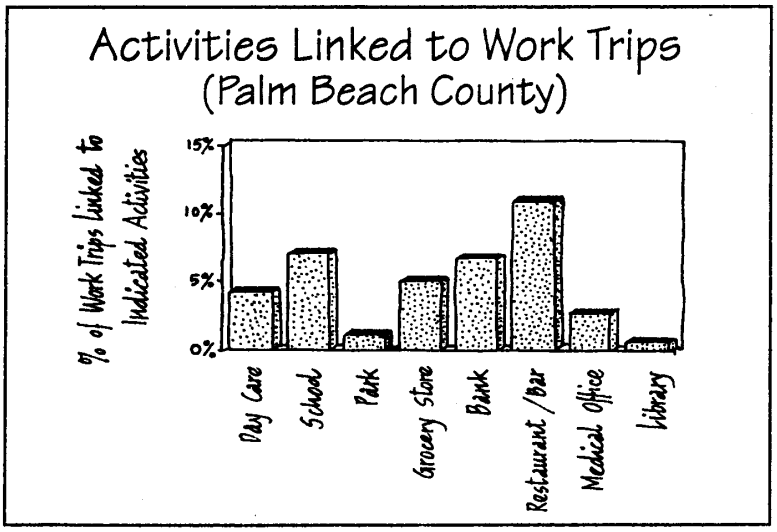
APPENDIX B
Site Design Details

Planning Initiatives



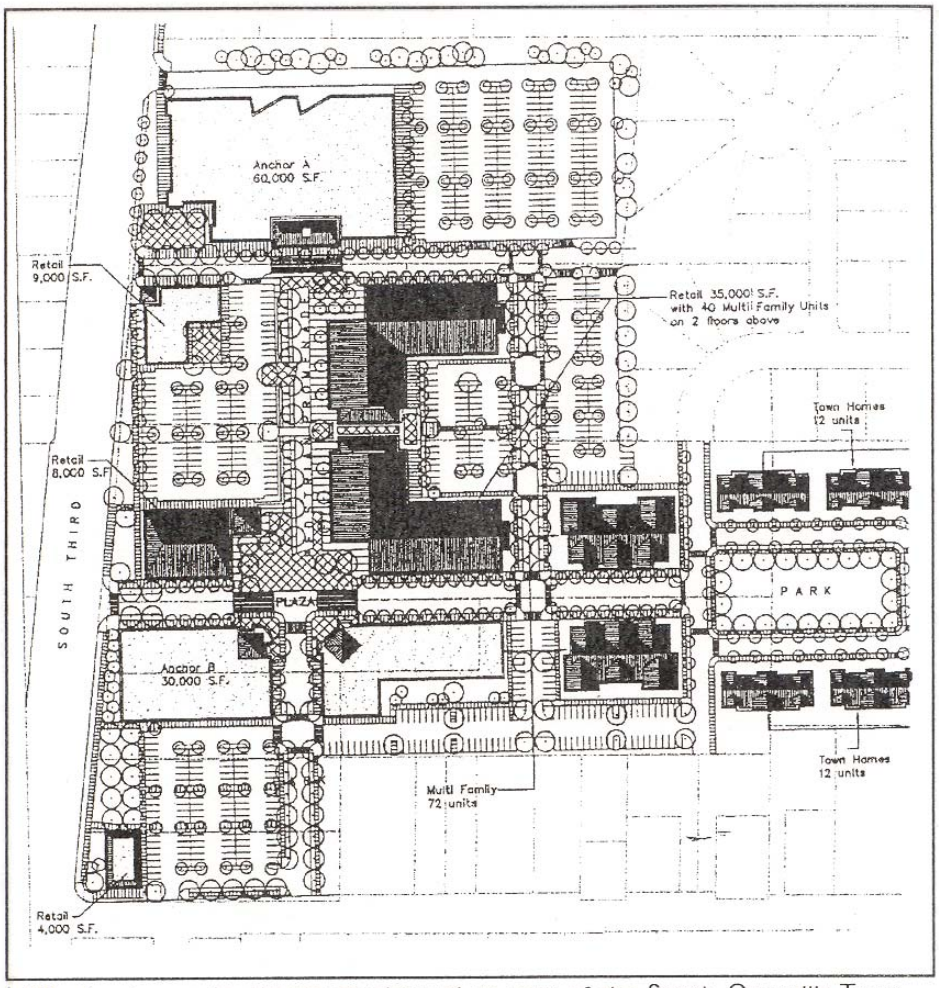






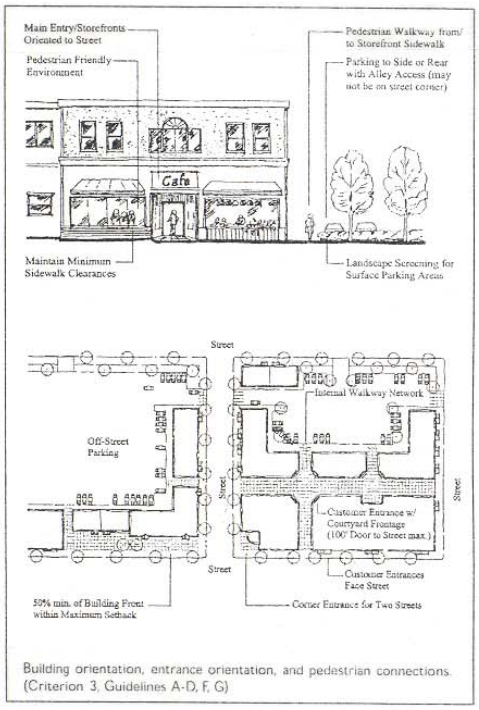
Source: Household Travel Survey, Palm Beach County, 5/91 - 7/91.

Village Layout

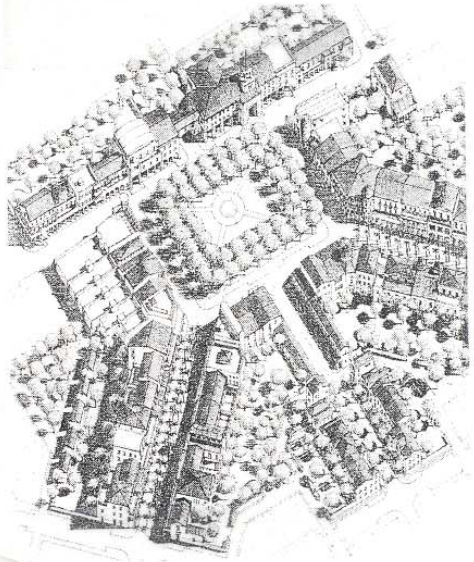


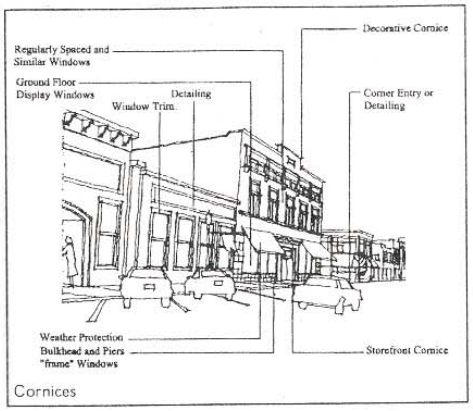
Infill mixed- use development planned as part of the South Corvallis Town Center in Corvallis, Oregon.

Village Layout

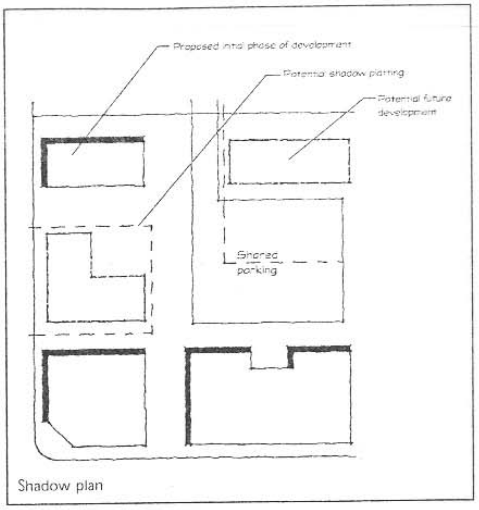


Building orientation, entrance orientation, and pedestrian connections. (Criterion 3, Guidelines A-D, F, G)

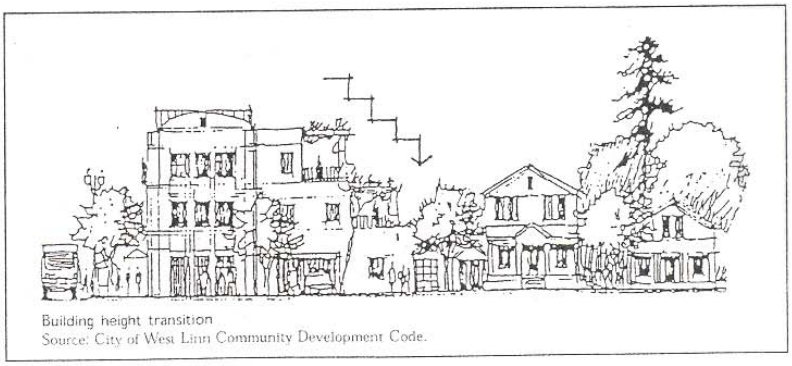




Cornices

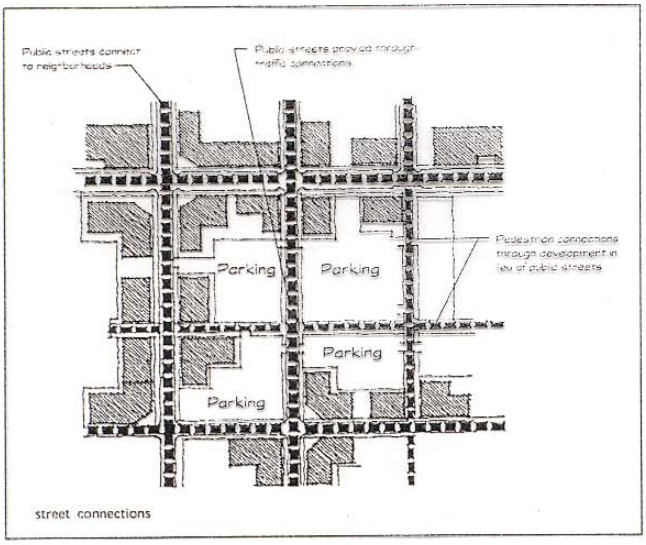


Shadow plan

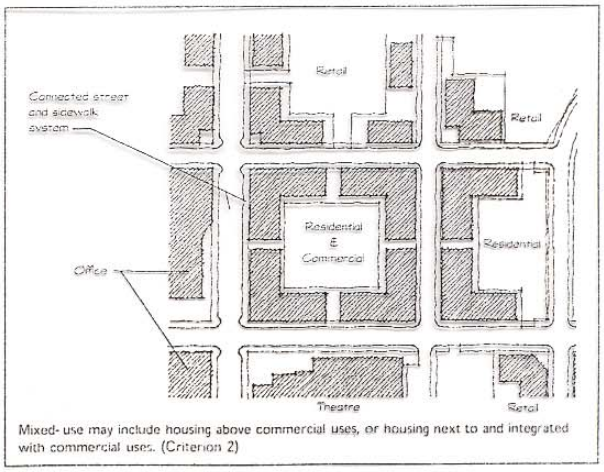


Building height transition
Source: City of West Linn Community Development Code.

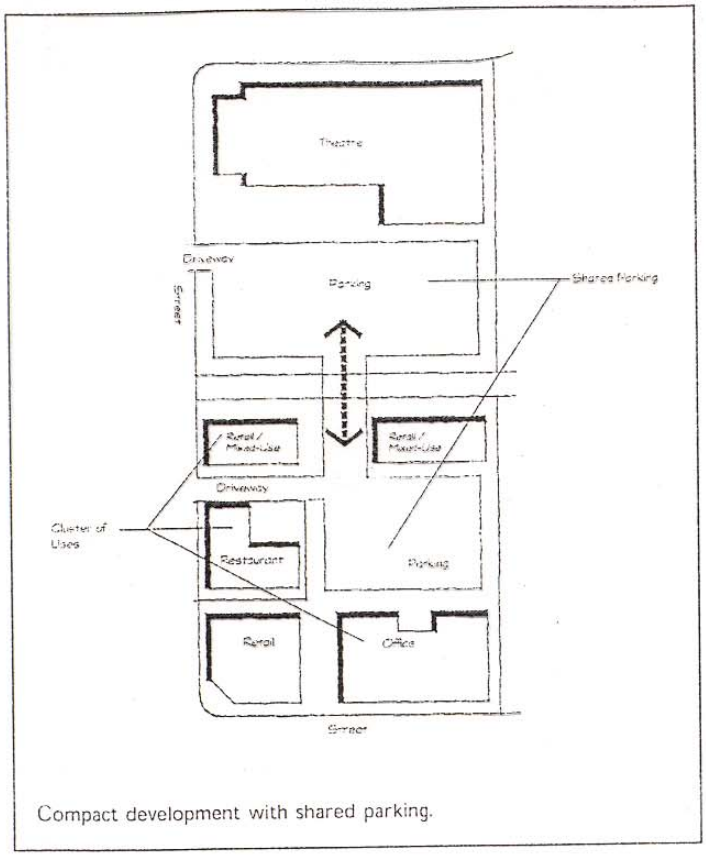
Village Layout



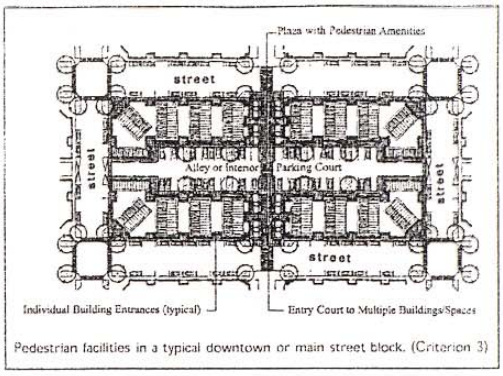
street connections



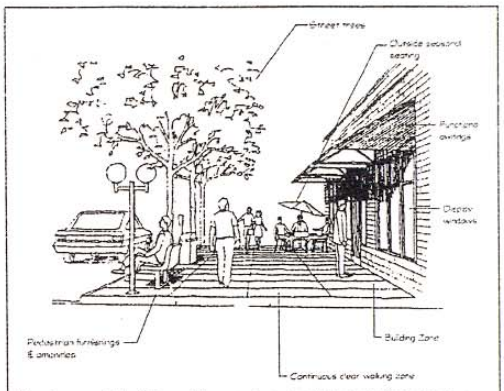
Mixed- use may include housing above commercial uses, or housing next to and integrated with commercial uses. (Criterion 2)



Compact development with shared parking.

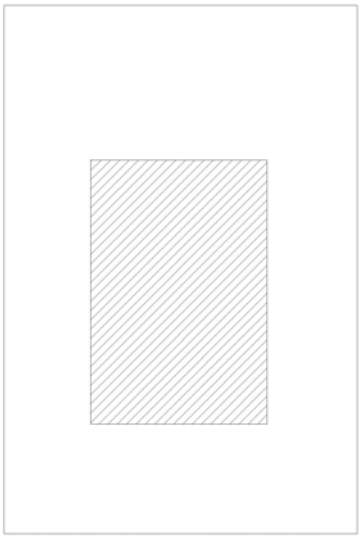


Pedestrian facilities in a typical downtown or main street block. (Criterion 3)

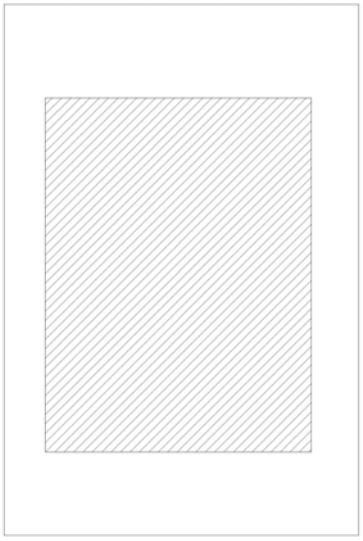


Streetscape with building entries, windows, weather protection, street furnishings, and trees. (Criterion 3, Guidelines A-H)

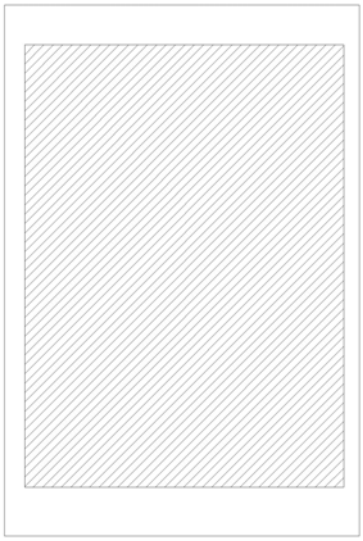
Lot Coverage



25% Lot Coverage

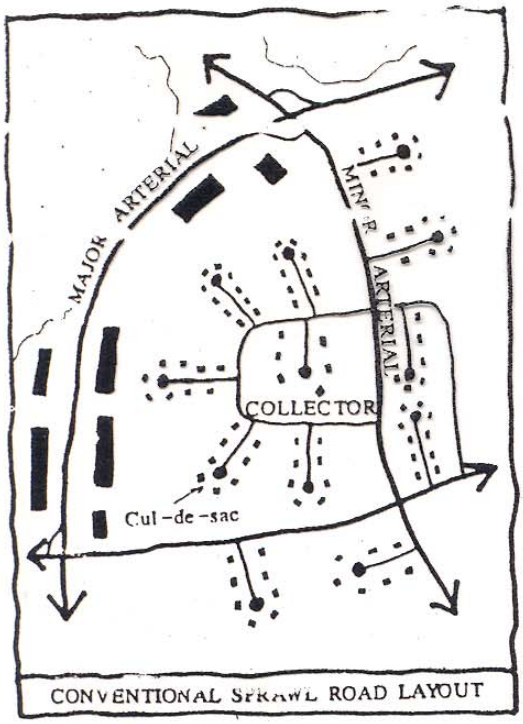


50% Lot Coverage

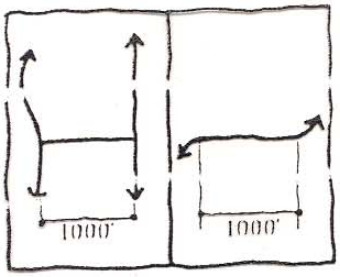


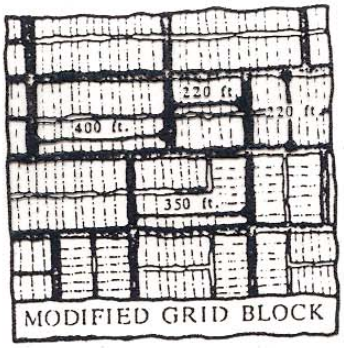
75% Lot Coverage

Street Network

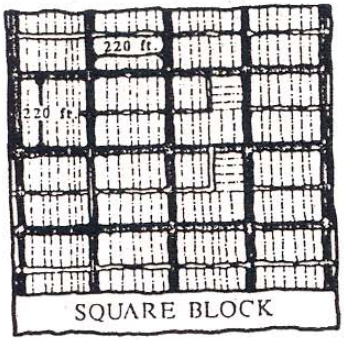


CONVENTIONAL SPRAWL ROAD LAYOUT

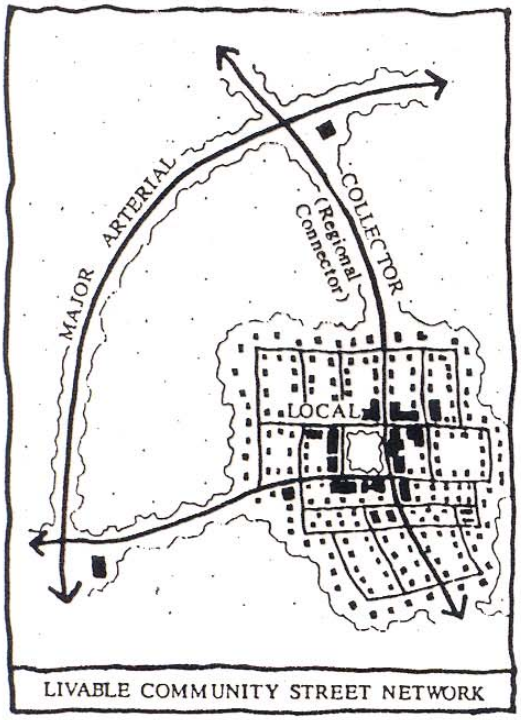




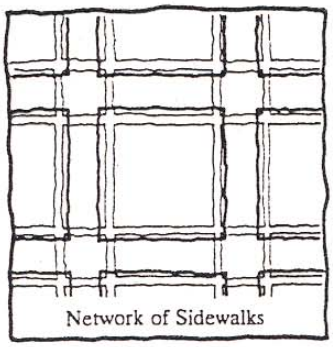
MODIFIED GRID BLOCK



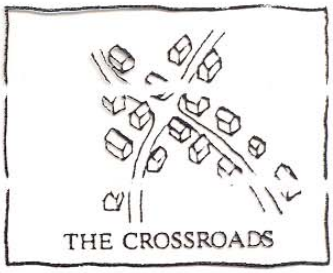
SQUARE BLOCK



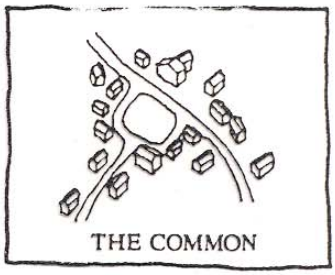
LIVABLE COMMUNITY STREET NETWORK



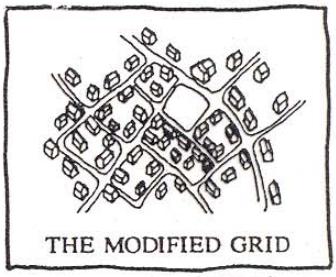
Network of Sidewalks



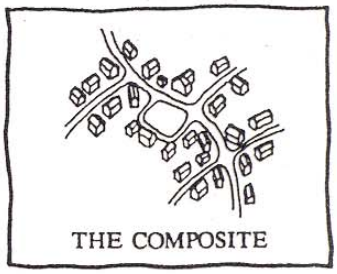
THE CROSSROADS



THE COMMON



THE MODIFIED GRID



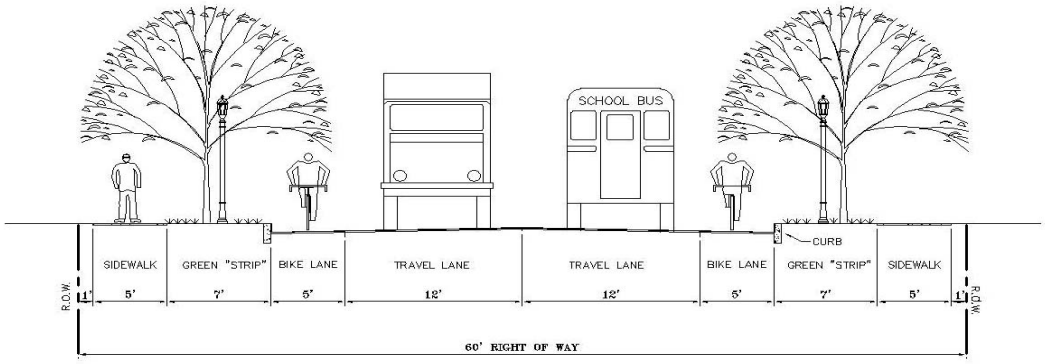
THE COMPOSITE

Potential Transportation Initiatives

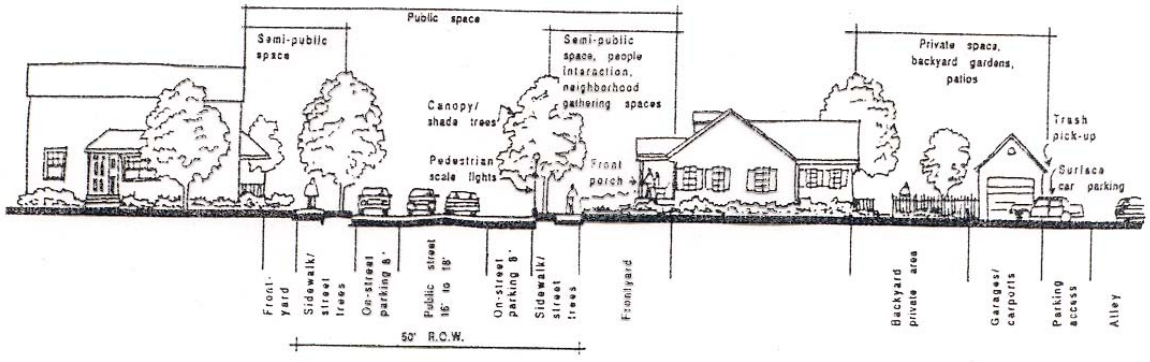
Develop a Transportation Master Plan that addresses:

- Access Management/Street Networks
- Ridesharing Programs
- Pedestrian/Bike Facilities
- Enhanced Transit Service: Bus, Railroad
- Parking Management/Better Standards
- Modified Work Hours
- Telecommuting
- Other?!

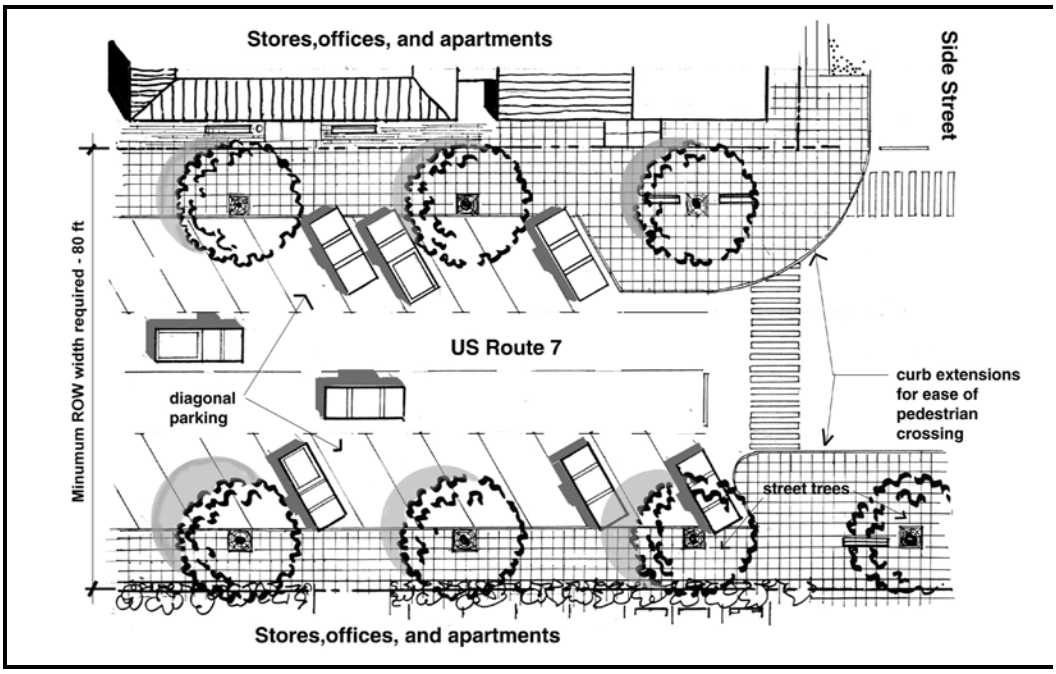
Typical Streetscape Cross Sections



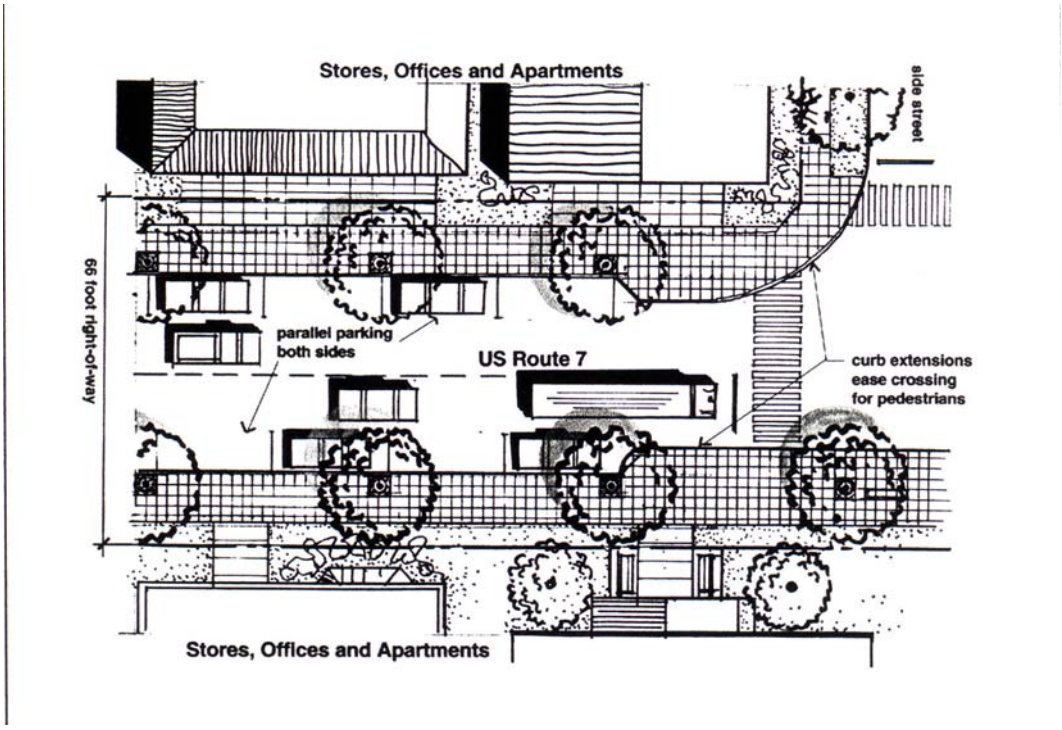
Village Entrance Roadway with Sidewalks and Bike Lanes



Typical Streetscape Details

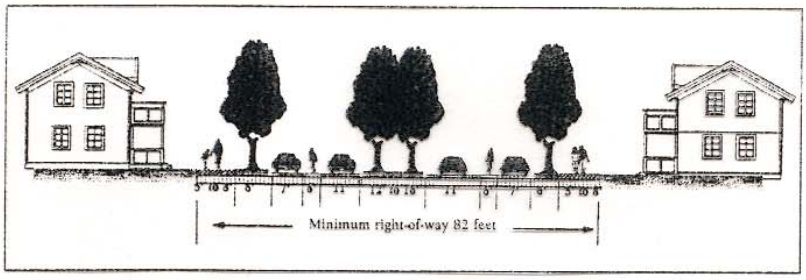


Proposed Route 7 Roadway through Village with Perpendicular Parking - *Route 7 Corridor Study*



Proposed Route 7 Roadway through Village with Parallel Parking - *Route 7 Corridor Study*

Typical Streetscape Cross Sections



Avenue with Parking

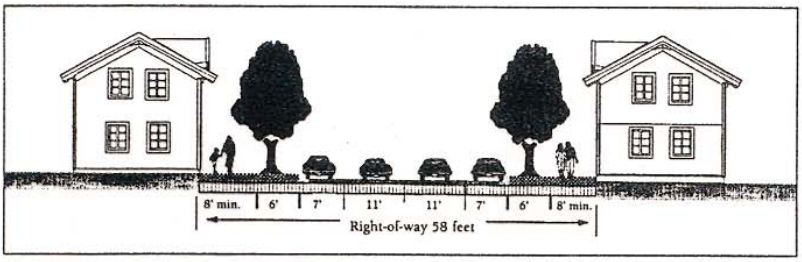
Purpose: Connects town centers and neighborhoods. Avenues go from neighborhoods to town centers, and are not long (no more than one mile). Avenues may circulate around a square or neighborhood park.

Street Features

- Street width 24 ft. on both sides of median with on-street parking (17 ft. if no parking), curb and gutter
- Median width 12-16 ft.
- Travel lanes 11 ft.
- Maximum two travel lanes
- Bike lanes and planting strips 6 ft.
- Sidewalks 5-8 ft. on each side
- Average speed 25-30 mph
- Utility location — underground
- Drainage — Curb and gutter, median can have swale for natural drainage and water retention

Buildings and Land Use

- Mixed residential and commercial use
- Buildings brought close to sidewalk
- Consistent building line recommended
- Place prominent public buildings and plazas at end of vista



Main Street without Median

Purpose: Provides access to, and a space for, neighborhood commercial and mixed-use buildings.

Street Features

- Travel lanes 11 ft. w/striped parking
- Maximum 6 travel lanes
- Planting wells 6 ft. / landscaped median optional
- Sidewalks minimum of 8 ft. each side
- Average speed 20-25 mph
- Utility location — underground
- Drainage — Curb and gutter
- Includes bulbouts at intersections and mid-block crossings
- Bike lanes optional but preferred

Buildings and Land Use

- Commercial and mixed use
- Buildings next to sidewalk
- Consistent building line recommended
- Pedestrian awnings, arcades, sidewalk dining and retail recommended

Building Size

10,000 square foot footprint building:

Rite Aid (Essex Junction)
Former Price Chopper (Burlington)

20,000 square foot footprint building:

Shelburne Supermarket (Shelburne) - shown above
City Market (Burlington: 19,000 sq.ft.footprint, 30,000 sq.ft. with two stories)
Essex Center Mixed Use Building (Lang Farm - Essex Junction)

40,000 square foot footprint building:

Pet Smart (Williston)

50,000 square foot footprint building:

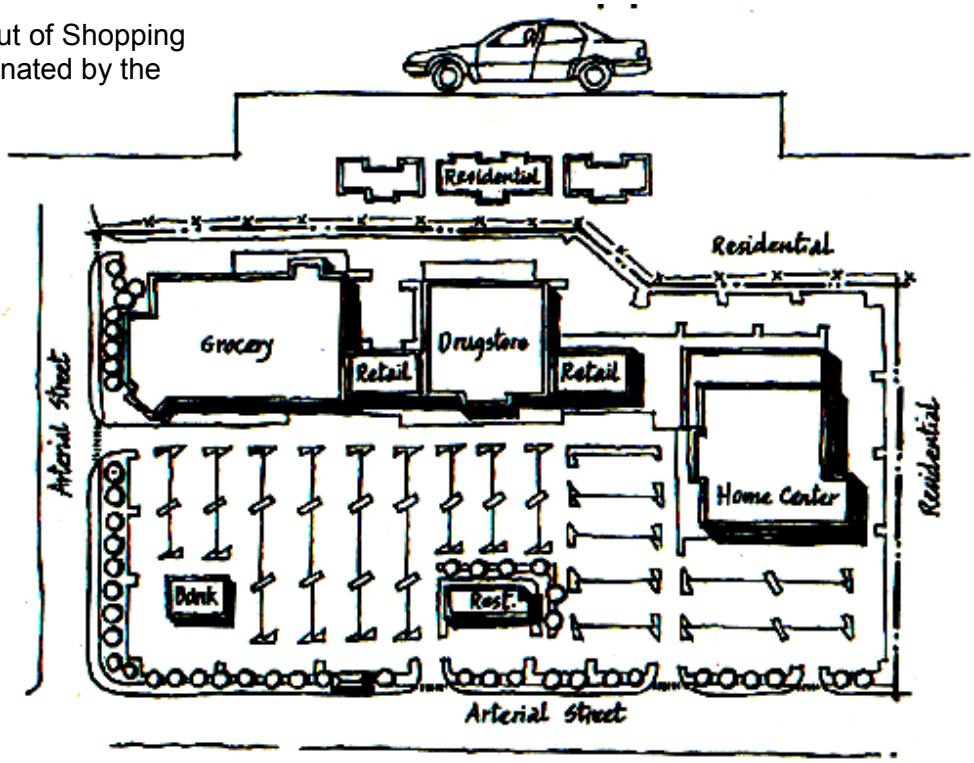
Williston Sports and Fitness (Williston)
Hannaford's (South Burlington)

100,000+ square foot footprint building:

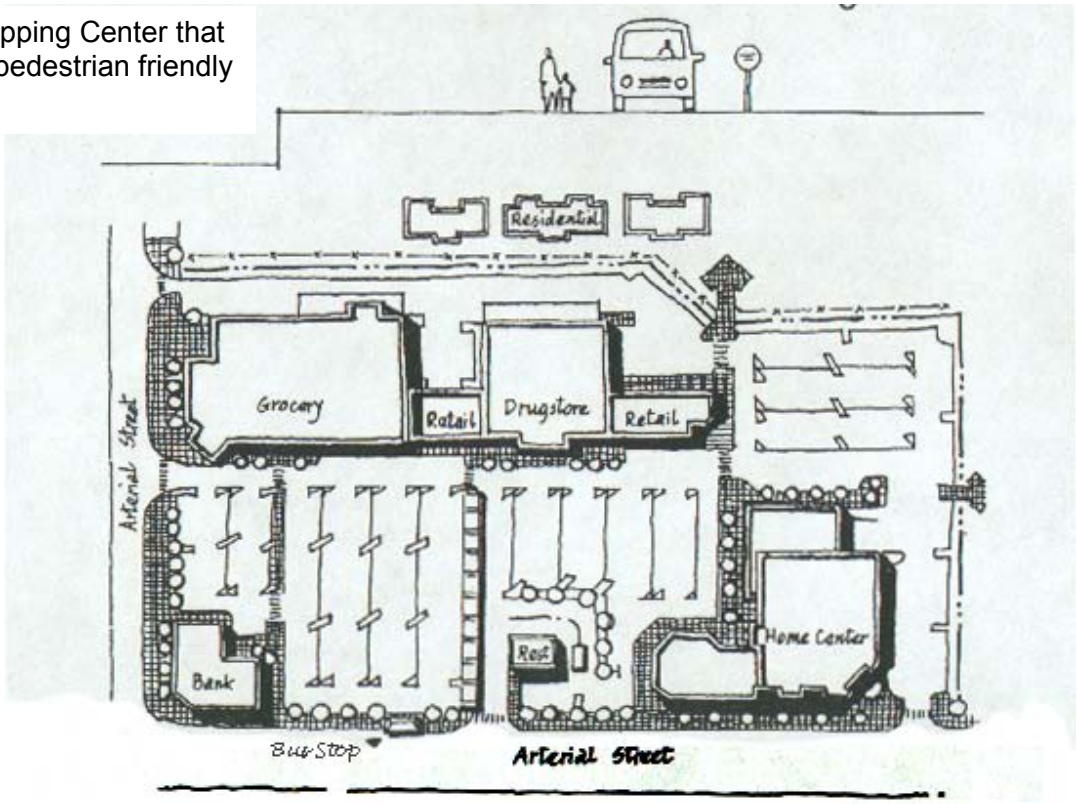
Filene's (Burlington: 155,000 sq.ft. on 2 floors)
Walmart (Williston: 110,000 square feet)

Development Layout Options

Conventional Layout of Shopping Center that is dominated by the automobile



Layout of Shopping Center that is transit and pedestrian friendly



Examples of Village Streetscapes

Falls Road Businesses in Shelburne

Falls Road in Shelburne Village

Examples of Village Streetscapes

Main Street in Bristol Village

Residential Neighborhood Streetscape in Portsmouth, New Hampshire

Examples of Village Streetscapes

Main Street Streetscape in Hanover, New Hampshire

Hanover, New Hampshire Streetscape

Examples of Village Streetscapes

Hinesburg Grocery Store borders onto Main Street with parking to the side and rear of building

Example of a Residential Neighborhood

APPENDIX C
Sample Community Design Standards

APPENDIX D
State Agency of Natural Resources Municipal Wastewater Funding Growth Center and Growth Management Guidance Document