



## TOWN OF HARTFORD

MUNICIPAL OFFICES

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Serving the Villages of Hartford ♦ West Hartford ♦ White River Junction ♦ Wilder ♦ Quechee

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April 14, 2015

Faith Ingulsrud, Planning Coordinator  
VT Department of Economic, Housing and Community Development  
National Life Building, One National Life Drive, 6<sup>th</sup> Floor  
Montpelier, Vermont 06020

Re: Hartford Growth Center Five-Year Review

Dear Ms. Ingulsrud:

Please find attached materials for the Vermont Downtown Board's five-year review of Hartford's Growth Center Designation. These include:

- a status update of the 2010 Approval Findings of Fact supplemented by attachments;
- the Town's 2016-2021 Capital Improvement Plan; and
- Maps and Tables showing the location and number of new development permits.

Similar to other state Growth Centers, Hartford has experienced a slower pace in private investment than anticipated due to the recession. Recovery from Tropical Storm Irene, multiple years of a declining Grand List (related to the recession), and significant increases in employee medical insurance also have limited the Town's ability to fund its Capital Improvements Plan. Even with these challenges, progress has been made in public improvements and private investments. Details of the public improvements are noted in the attached status update. The following are some highlights of private development initiatives over the past five years within the Growth Center.

### White River Junction Designated Downtown Area

- Conversion of a former freight house on South Main Street into a performance and multipurpose function facility.
- Expansion of the Center for Cartoon Studies into 46 South Main Street including renovations and establishment of the Inky Solomon Center business incubator.
- Conversion of the former Legion building into office/retail on the lower level and apartments on the upper floor (construction underway)
- Construction of the new Northern Stage Performing Arts Center on Gates Street, opening in the Fall 2015.
- Conversion of a warehouse at 230 South Main Street into retail and office on the lower level and residential on the upper floor (construction underway).

- Conversion of the former cleaners at 241 South Main Street into mixed use (construction underway).
- Development of a new mixed use building on the vacant lot at the corner of Bridge and North Main Streets, with commercial at street level and residential on the upper floors (permitting completed).

#### Other Sections of Growth Center

- Expansion of the Best Western Hotel on Ballardvale Drive (off RT 5 South).
- Blodgett replacement of deteriorated structures with new warehouse and retail center on Hartford Avenue.
- Expansion and renovation of a Veterinarian Clinic on Hartford Avenue.
- New building for the Listen Community Center, including a commercial kitchen and second-hand retail at 42 Maple Street.
- Construction of a new church off Sykes Mountain Avenue (permitting completed).
- Relocation and expansion of the Subaru Car Store (from Norwich) onto Sykes Mountain Avenue (permitting completed).
- Preliminary planning for a new multi-unit residential development along Sykes Mountain Avenue.

Another positive outcome in the past few years has been new development in the Sykes Mountain Avenue area. After several years of little activity, one of the major landholders has been divesting its properties. In addition to the projects noted above, a new Industrial Commercial Park is being pursued. Green Mountain Economic (regional) Development Corporation has taken the lead on this initiative and is working with the Town; we just submitted an application for a VCDP planning grant.

A review of the building permits over the past five years shows the following progress:

- 25 new or expanded dwelling units, 30 new or expanded commercial spaces and 4 new lots created in the Growth Center, outside the WRJ Designated Downtown.
- 30 new or expanded dwelling units, 17 new or expanded commercial spaces and 1 new lot created in the WRJ Designated Downtown.
- 44 new or expanded dwelling units (11 in village centers or Quechee PUD), 38 new or expanded commercial spaces (16 in village centers, in existing Wilder industrial parks or Quechee PUD) and 16 new lots created (3 in village centers), outside the Growth Center.
- In total, there were 205 new development permits townwide, with 107 or 52% located within the Growth Center.

Based on the information provided, the Town concludes that the Hartford Growth Center continues to be consistent with the 2010 Growth Center approval Findings of Fact. We respectfully request approval of the Five Year Review.

Sincerely,

Chuck Wooster  
Chair, Hartford Selectboard

# TOWN OF HARTFORD SUBMITTAL FOR THE 2015 FIVE-YEAR UPDATE

## For the Vermont Expanded Downtown Board's

### March 22, 2010 Decision on the Hartford Growth Center Designation

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#### Introduction

The Expanded Downtown Board considered the Town of Hartford's application for growth center designation at their February 22, 2010 warned public meeting. On March 22, 2010 the Board voted unanimously to formally approve Hartford's application with a change of boundary agreed to at that meeting and award growth center designation based upon their review of the application materials, the Planning Coordination Group's February 10, 2010 recommendation, and the statutory designation criteria in 24 V.S.A. §2791. Below is a summary of the Board's findings and conclusions, with attached conditions. This decision is based on following documents:

- a. Growth Center Map dated March 22, 2010.
- b. Application for Growth Center Designation dated December 20, 2009, finalized and officially submitted on January 20, 2010.
- c. Supplemental information and comments:
  - Comments from the Agency of Transportation to the PCG, 2/1/10
  - Letter from the Smart Growth Collaborative to Kevin Dorn, 2/8/10
  - Memo from the Town of Hartford to the Board, 2/9/10.
  - Attachment 1 and Revised Figure C-2, Buildout Map, and Figure C-3, Growth Center Build-out Results (submitted 3/26/10).

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#### 1. Location of Growth Center

*the growth center proposal meets the definition of a growth center established in subdivision 2791(12) of this title. 24 V.S.A. § 2793c(e)(1)(A).*

*"Growth Center" means an area of land that ... is located in one or a combination of the following: 24 V.S.A. § 2791(12)(A).*

*(i) A designated downtown, village center, or new town center;*

*(ii) An area of land that is in or adjacent to a designated downtown, village center, or new town center, with clearly defined boundaries that have been approved by one or more municipalities in their municipal plans to accommodate a majority of growth anticipated by the municipality or municipalities over a 20-year period. Adjacent areas shall include those lands which are contiguous to the designated downtown, village center, or new town center. In situations where contiguity is precluded by natural or physical constraints to growth center development, adjacent areas may include lands lying close to and not widely separated from the majority of the lands within the designated growth center. Noncontiguous land included as part of a growth center must exhibit strong land use, economic, infrastructure, and transportation relationships to the designated downtown, village center, or new town center; be planned to function as a single, integrated growth center; and be essential to accommodate a majority of growth anticipated by the municipality or municipalities over a 20-year period. 24 V.S.A. § 2793c(e)(1)(a) and 24 V.S.A. § 2791(12)(A)(i) and (ii).*

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#### 2010 APPROVAL FINDINGS OF FACT

Hartford's designated downtown in White River Junction is located roughly at the center of the growth center on the eastern side of the town. The growth center also encompasses two historic villages, Hartford Village and Wilder. FIGURE 1 IN THE APPLICATION (P. 3) SHOWS THE RELATIONSHIP BETWEEN THE DOWNTOWN AND THE GROWTH CENTER.

The 2,005-acre growth center comprises approximately 7% of the Town's land in a single contiguous area around the eastern, most heavily developed part of the town and is targeted to accommodate approximately 60% of the housing and well more than a majority of the commercial development over the next 20 years. (The originally proposed growth center boundary encompassed 2,633 acres, including areas north and south of the approved growth center.) PAGES 3 AND 41 IN THE APPLICATION AND SUPPLEMENTAL ATTACHMENT 1.

**2015 STATUS UPDATE**

No change

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**2. Natural and Historic Resources within Growth Center**

*the applicant has identified "important natural resources" and historic resources within the proposed growth center and the anticipated impacts on those resources, and has proposed mitigation. 24 V.S.A. § 2793c(e)(1)(B).*

*"Important Natural Resources" means headwaters, streams, shorelines, floodways, rare and irreplaceable natural areas, necessary wildlife habitat, wetlands, endangered species, productive forest lands, and primary agricultural soils, all of which are as defined in 10 V.S.A. chapter 151. 24 V.S.A. § 2791(14)*

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**2010 APPROVAL FINDINGS OF FACT**

In general, Hartford's growth center boundaries have been drawn to exclude important natural resources. The application identifies the following important natural resources within the growth center: floodplains, surface waters and wetlands, wildlife habitat and two occurrences of rare/endangered species/natural communities. FIGURE 6, NATURAL RESOURCES MAP, AND MAPS 5-9 IN APPENDIX E. Regulatory mitigation strategies for avoiding the impacts of development on these resources include the adoption of overlay zoning districts for wildlife connectors, agriculture and rural lands, as described on pages 34-35 of the application. In addition, the presence of natural site constraints will likely limit development in some locations, as described on pages 19-20 of the application. Hartford has identified "important natural resources" within the growth center, anticipated impacts on those resources, and has proposed sufficient mitigation for those impacts.

The application identifies four National Register Historic Districts within and immediately adjacent to the growth center. FIGURE 7, HISTORIC RESOURCES MAP. Various regulatory and non-regulatory techniques for mitigating potential impacts to those resources have been employed by the town as described on pages 20-21 of the application. The town has recognized the high archeological potential of the area due to the junction of two major rivers and has excluded some areas from the growth center to avoid conflicts with new development, and is taking steps to limit development in sensitive area such as along streams. The steps being taken at this time to protect historic and archeological resources are found to be sufficient

**2015 STATUS UPDATE**

No change

### 3. Agricultural Soils and Areas

*the approved municipal plan and the regional plan both have been updated during any five-year plan readoption that has taken place since the date the secretary of agriculture, food and markets has developed guidelines in compliance with 6 V.S.A. § 8, have been used to identify areas proposed for agriculture, and have been designed so as to avoid the conversion of primary agricultural soils, wherever possible. 24 V.S.A. § 2793c(e)(1)(C).*

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#### **2010 APPROVAL FINDINGS OF FACT**

Both the Hartford Master Plan and the Two Rivers Ottauquechee Regional Plan identify areas proposed for agriculture that are shown on Map 7-A in Appendix E. Further detail showing agricultural soils within the growth center is provided on Figure 8, Agricultural Soils Map.

As shown on those maps and the map of the approved growth center boundary, the growth center has largely been delineated to avoid any undeveloped lands having agricultural soils as well as any working farms. Areas with prime agricultural soils on undeveloped lands and that were included within the town's Agriculture Overlay District (requiring additional standards for development through the zoning bylaw) were originally included within the proposed growth center boundaries, but the approved growth center boundary now excludes those areas.

#### **2015 STATUS UPDATE**

No change

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### 4. Municipal Plan

*the applicant has a regionally confirmed planning process and an approved municipal plan, pursuant to section 4350 of this title, and the approved plan contains provisions that are appropriate to implement the designated growth center proposal. 24 V.S.A. § 2793c(e)(1)(D)(i) and (ii).*

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#### **2010 APPROVAL FINDINGS OF FACT**

The Two Rivers Ottauquechee Regional Commission approved Hartford's 2007 municipal plan (Hartford Master Plan) and confirmed its planning process on September 25, 2007. The Plan contains a wide range of provisions that are appropriate to implement the growth center. These are summarized on pages 28-30 of the application and specific references to Master Plan sections are provided on pages 13, 21, 35 and 40.

#### **2015 STATUS UPDATE**

The Two Rivers-Ottauquechee Regional Commission approved the Hartford's 2014 Municipal Plan on June 11, 2014, which was readopted by the Hartford Selectboard with minor changes in 2012 and again in 2014. The changes included updates to the Housing and Population Chapters based on the 2010 Census data, addition of a Childcare Section, modifications to the Land Use section regarding the Quechee area, new Land Use Plan

section and map, and updates to text, tables and maps. None of these changes alter the original Findings of Fact for the Growth Center.

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## 5. Bylaws

*the applicant has adopted bylaws in conformance with the municipal plan that implement the provisions in the plan that pertain to the designated growth center. 24 V.S.A. § 2793c(e)(1)(D)(iii).*

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### 2010 APPROVAL FINDINGS OF FACT

The town's zoning bylaw was last amended in 2008, and the subdivision regulations in 1987. The zoning bylaw sections that implement the Master Plan provisions pertaining to the growth center are listed and described on pages 33-35 and specific references to bylaw sections provided on pages 13, 21, 35 and 40. These bylaws conform to the Plan and are found to be adequate to implement the growth center provisions in the plan.

Of particular note are the provisions adopted to promote higher density in villages and the downtown and to increase lot coverage and density requirements outside of these areas but within the proposed Growth Center, in keeping with statutory requirements for growth center designation. The scaling-back of the commercial and industrial zoning districts that until recently, spanned the entire length of Route 5 from the interchange south to the boundary with Hartford, is also recognized to be a major achievement.

### 2015 STATUS UPDATE

In December of 2014, the Zoning Regulations were changed to increase opportunities for infill development and adaptive reuse in the Central Business District (CB) and CB-2 District. These included increasing the height from 40 feet to 50 feet, and increasing the building density calculation from a 2.0 to a 2.5 Floor Area Ratio. These changes provide needed flexibility to realize the desired infill and redevelopment in the Downtown given today's building codes and design standards, and are consistent with the original Findings of Fact for the Growth Center.

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## 6. Natural and Historic Resources Outside the Growth Center

*the approved plan and the implementing bylaws further the goal of retaining a more rural character in the areas surrounding the growth center, to the extent that a more rural character exists, and provide reasonable protection for "important natural resources" and historic resources located outside the proposed growth center. 24 V.S.A. § 2793c(e)(1)(D)(iv).*

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### 2010 APPROVAL FINDINGS OF FACT

Hartford's Master Plan includes specific recommendations for retaining rural character and important natural resource protection outside the Growth Center including a substantial down-zoning of rural land in the town from 5 to 10 units per acre in the recent bylaw revisions, and creating overlay zones with specific provisions to protect scenic and important

natural resources in identified locations. These Master Plan provisions are described and referenced on pages 28-29 of the application and the pertinent bylaw changes recommended in the Plan were implemented in the 2008 zoning bylaw amendment, and are found to be adequate to satisfy this requirement.

### **2015 STATUS UPDATE**

No change

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## **7. Infrastructure and Capital Planning**

*the applicant has adopted a capital budget and program in accordance with section 4426 [4430] of this title, and that existing and planned infrastructure is adequate to implement the growth center. 24 V.S.A. § 2793c(e)(1)(E).*

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### **2010 APPROVAL FINDINGS OF FACT**

Hartford's 2010 – 2015 Capital Improvement Program was adopted in March, 2009 and the town is currently drafting its annual update to the budget and program to be adopted in March 2010 for the next six years. An overview of the improvements needed to support the Growth Center is provided on pages 36-40 of the application.

The town is currently upgrading the White River Junction wastewater treatment plant which serves the growth center and will have sufficient capacity to accommodate the anticipated growth over the next 20 years. PAGE 9 OF THE APPLICATION, AND WASTEWATER PROJECTIONS ON PAGE 64 IN APPENDIX B.

The applicant noted at the PCG meeting that hook ups outside the Growth Center and the Planned Growth Areas shown on the map on page 3 and the Sewer/Water Service Area on page 15, will not be allowed except where already approved.

Transportation facilities are discussed on Pages 9 - 11 and 37 – 40. From the perspective of the Agency of Transportation (AOT), it is difficult to ascertain whether “existing and planned infrastructure is adequate to implement the growth center.” The information provided did not address current and future level of service (LOS) at key intersections (for example the Route 5/Sykes Mountain Avenue, Route 5 in vicinity of the I-91 interchange, Route 14/Route 4 and perhaps others) within the proposed Growth Center. LOS data provides a baseline for comparison as volume increases over time. In addition, an evaluation of crash data would also be beneficial for purposes of determining the need for roadway improvements for key intersections and roadway segments within the proposed growth center.

The capital budget and program must support necessary roadway improvements should growth result in reduction of service level at intersections seeing increases in the volume of traffic.

The draft capital budget indicates that sidewalk construction funds will support 1,400 feet of reconstructed sidewalk for each of the next five years. Specific pedestrian and bike projects within the growth center already in the budget are described in the 2/9/10 letter from the Town to the Board. AOT recommends in its written comments on 2/1/10, that the Town aggressively budget to construct new sidewalks to complete connections, between the disparate segments of sidewalks that will be constructed in isolated segments as development

occurs. State and federal funding for sidewalks is extremely limited, therefore the Town must be ready to assume funding responsibilities for maintaining existing and constructing new sidewalks.

Based on the information provided, the existing and planned infrastructure is found to be adequate to implement the growth projected for Hartford's growth center over the next 20 years.

### **2015 STATUS UPDATE**

Hartford's 2015 – 2020 Capital Improvement Program (CIP) was adopted by the Selectboard in November 2013. Attached is the 2016 – 2021 CIP, which was approved by the Planning Commission in January 2015, and Selectboard adoption is pending. As reflected in the CIP, the Town has expanded the use of reserve accounts to set aside funds annually given the increasing cost of projects and the reduction in outside funding sources. Although the Town would have liked to include more CIP funding in the annual budgets, the recession, decrease in the Town's Grand List, recovery from Tropical Storm Irene and substantial increases in health care costs have significantly limited funds for capital projects in the past few years. As the economy improves, the Town anticipates a growing CIP. Nevertheless, the Town has made progress on projects as outlined below.

The planned upgrade and expansion to the White River Junction Wastewater Treatment Plant and Wilder Substation noted in the 2010 application were completed in 2012. Treatment capacity was increased from 1.215 to 1.450 million gallons per day. Facility upgrades included the rebuilding of a 1980 era screening/grit removal processes and solids handling equipment and related storage bunkers. Existing aeration systems were converted to an enhanced biological nutrient removal (phosphorus and nitrogen) system as opposed to using only chemical treatment. Chemical disinfection of final effluent now is provided by ultraviolet light (UV) systems. The upgrade also included many energy efficiency and sustainability principles and technology. These included reuse and repurposing existing tank, and reclaiming treated effluent to replace the use of potable water for process washdown and heating/cooling of the buildings.

Between 2010 and 2014, \$1,072,500 was spent to replace 12,275 linear feet on 16 waterlines in the Growth Center. Where needed, the lines were upgraded to 8" to meet current day standards. The Town also recently completed an engineering evaluation of the Town's Well #2 production (see Attachment 2).

Over the past five years, the Town also has continued to make progress in road improvements including bicycle and pedestrian access. Attachment 3 is a summary of key projects within the Growth Center. Since 2010, the Town has completed all necessary feasibility studies and obtained funding to provide a complete network of road, sidewalk and bicycle access improvements along the entire stretch of Sykes Mountain Avenue, onto Route 5 through the I-91 Interchange to the Aquatic Center.

Recreational improvements during the past five years included total reconstruction of all five parks destroyed in Tropical Storm Irene; reconstruction of the Wendell A. Bartlett (ice) Area; and development of a Maxfield Athletic Complex, a multi-sports fields facility in the southern end of town along RT 5.

The information provided above does not alter the original Findings of Fact for the Growth Center.

## 8. Size of Growth Center

*the growth center is of an appropriate size sufficient to accommodate a majority of the projected population and development over a 20-year planning period in a manner that is consistent with the definition under subdivision 2791(12) of this title, and that the growth center does not encompass an excessive area of land that would involve the unnecessary extension of infrastructure to service low-density development or result in a scattered or low-density pattern of development at the conclusion of the 20-year planning period. 24 V.S.A. § 2793c(e)(1)(F).*

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### 2010 APPROVAL FINDINGS OF FACT

As noted in findings for Section #1 above, the growth center is sized to accommodate a majority of the projected development over the next 20 years. Sewer, water line and transportation extensions are planned to service most parts of the growth center as shown on Figures 3 and 4 and described on pages 9-11. (Note that most of the areas needing new infrastructure to serve undeveloped land were excluded from the approved growth center boundary.) Based on these and other considerations described in the application, the growth center does not encompass an excessive area of land and sufficient provisions are in place to ensure that scattered or low-density development will not result from further investment in infrastructure to parts of the growth center currently without sewer service.

### 2015 STATUS UPDATE

**Total Housing Units and Annual Housing Growth Rate:** In spite of the recession of the late 2000s, Hartford experienced a 5.9% increase in housing units for the decade from 5,493 in 2000 to 5,816 in 2010. However, this fell below the annual housing growth rate of 1.5% projected in the Growth Center application. This can be attributed to the economic recession of the late 2000s.

**Year-round Housing:** Although Hartford experienced a 5.9% increase in housing units between 2000 and 2010, there was a 1.4% decrease in the number of year-round housing units falling from 4,509 units in 2000 to 4,446 units in 2010. The figure was below the projected annual year-round housing growth rate of 1.6% (5440 for 2010) projected in the Growth Center application.

**Seasonal Housing/Second Homes:** Between 2000 and 2010, Hartford experienced a 23.8% increase in the number of seasonal housing units/second homes from 839 in 2000 to 1,039 in 2010. This increase follows a decrease in the number of year-round housing units for the decade.

**Average Household Size:** Hartford experienced a slight decrease in average household size between 2000 and 2010 from 2.28 to 2.22. The 2.22 figure is very close to the 2.20 projection in the growth center application.

**Population:** Hartford's population experienced a 4.0 decrease from 10,367 in 2000 to 9,952 in 2010 in spite of the 5.9% increase in housing units for the decade. The decrease falls below the population projection of 11,500 and 1% project annual growth rate in the Growth Center application for 2010. At the same time, Hartford experienced a 128.3% increase in the vacancy rate. We surmise that at least a portion of the population decrease is related to the increased vacancy rate generated by the economic recession of the 2000's, and an increase in seasonal homes noted above. As the economy improves, we project population growth will start to rise again along with an increasing demand for housing. We conclude that overall, the slower than projected

growth in the first five years does not significantly alter the projected growth over the 20-year life of the Growth Center. Therefore the original Findings of Fact continue to apply.

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## **9. Support for Downtown, Village Center or New Town Center**

*the growth center will support and reinforce any existing designated downtown, village center, or new town center located in the municipality or adjacent municipality by accommodating concentrated residential neighborhoods and a mix and scale of commercial, civic, and industrial uses consistent with the anticipated demand for those uses within the municipality and region.*  
24 V.S.A. § 2793c(e)(1)(G)(i).

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### **2010 APPROVAL FINDINGS OF FACT**

The following designated downtowns and village centers are located in Hartford and surrounding towns: White River Junction (WRJ) in Hartford is a designated downtown, and Woodstock, Norwich and Hartland have designated village centers. Except for Woodstock's village center, which serves primarily as a tourist destination, all the other designated centers primarily serve the local community. New development within Hartford's Growth Center is not likely to affect the vitality of those places.

WRJ's downtown has carved-out a niche in the regional economy as a center for community services, visual and performance arts, offices, education and quality dining. The downtown has not attempted to compete with tax-free retail services available across the border in New Hampshire. A Revitalization Plan has recently been completed to improve the downtown infrastructure and prepare for additional private investment. Downtown vacancy rates are low, even in this economic downturn. The Hartford growth center, including the WRJ downtown is characterized as a regional employment and service center. PAGES 43-45 OF THE APPLICATION.

Outside the designated downtown, but within the growth center, the Industrial/Commercial 2 (I/C-2) zone in the Sykes Avenue area, a wide range of commercial uses are permitted. The downtown is sufficiently healthy and the potential demand for office and cultural uses that could benefit the downtown is high enough to justify allowing a wide variety of commercial uses in the HC and I/C-2 zones without undermining the downtown. These areas will also accommodate uses that would not fit well in a downtown.

The mix and scale of uses proposed within the growth center are consistent with the municipal and regional demand and will support and reinforce the designated centers.

### **2015 STATUS UPDATE**

In 2011, the White River Junction (WRJ) Downtown Designation renewal was approved by the state. Downtown WRJ continues to be a center for commercial and residential development, and the arts. Since 2010, 17 new or expanded businesses have or soon will be located in Downtown WRJ, 30 dwelling units have been or soon will be constructed or expanded, and one subdivision was completed.

Many of the Revitalization Plan capital improvement projects are underway or have been completed (see Attachment 3). In addition, the Town is in the process of completing a comprehensive conditions evaluation of the public water, wastewater and stormwater infrastructure in the downtown.

In 2011, the state approved the Hartford Tax Increment Financing District (TIF), which encompasses all of the WRJ Designated Downtown and the RT14/4, Pine Street and Prospect Street area. The first TIF bond was floated in July 2014 for reconstruction of Prospect Street in conjunction with the private redevelopment of the entire block. The first of four buildings is under construction, and will house state offices.

Also in 2011, the Town completed separate citizen planning processes with the Wilder Village and Hartford Village communities (in the Growth Center and with the West Hartford Village and Quechee Villages communities not in the Growth Center). Each Village community established a working committee and identified a set of goals and specific short and long-term projects. Two other objectives of the planning process were to strengthen relationships between the villages, and to pursue state Village Center Designation. All was completed except applying for designation when Tropical Storm Irene hit. The Town plans to reintroduce the topic of Village Center Designation with the Hartford and Wilder Village communities in 2015 with the goal of submitting applications in 2016.

The information provided above does not alter the original Finding of Fact for the Growth Center.

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## **10. Capacity for Growth in Downtown, Village Center or New Town Center**

*the proposed growth center growth cannot reasonably be achieved within an existing designated downtown, village center, or new town center located within the applicant municipality. 24 V.S.A. § 2793c(e)(1)(G)(ii).*

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### **2010 APPROVAL FINDINGS OF FACT**

Data that the town collected for the build-out analysis and discussed on pages 44-45 and in Appendix C, shows that within the 45-acre designated WRJ downtown, less than 40,000 square feet is vacant and 22 acres are theoretically available for new development, though developing much of this land would eliminate parking that currently serves businesses that have no on-site parking capacity. SEE DISCUSSION ON PAGE 69. The build-out analysis estimates that about 25% of the total commercial space needs for the next 20 years can be accommodated within the designated downtown. For reasons described on page 45 of the application, the town shows that this estimate exaggerates the development potential of the downtown. Regardless, a majority of the town's anticipated growth cannot be accommodated in the designated downtown.

### **2015 STATUS UPDATE**

No Change

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## 11. Definition of Growth Center

A **growth center** contains substantially the following **characteristics**: 24 V.S.A. § 2791(12)(B).

- (i) It incorporates a **mix of uses** that typically include or have the potential to include the following: retail, office, services, and other commercial, civic, recreational, industrial, and residential uses, including affordable housing and new residential neighborhoods, within a densely developed, compact area;
- (ii) It incorporates existing or planned **public spaces** that promote social interaction, such as public parks, civic buildings (e.g., post office, municipal offices), community gardens, and other formal and informal places to gather;
- (iii) It is organized around one or more **central places or focal points**, such as prominent buildings of civic, cultural, or spiritual significance or a village green, common, or square.
- (iv) It promotes **densities of land development** that are significantly greater than existing and allowable densities in parts of the municipality that are outside a designated downtown, village center, growth center, or new town center, or, in the case of municipalities characterized predominately by areas of existing dense urban settlement, it encourages in-fill development and redevelopment of historically developed land.
- (v) It is supported by existing or planned **investments in infrastructure** and encompasses a circulation system that is conducive to **pedestrian and other non-vehicular traffic** and that incorporates, accommodates, and supports the use of **public transit systems**.
- (vi) It results in **compact concentrated areas of land development** that are served by existing or planned infrastructure and are separated by rural countryside or working landscape.
- (vii) It is planned in accordance with the **planning and development goals under section 4302** of this title, and to conform to **smart growth principles**. [See #12 below.]
- (viii) It is planned to reinforce the purposes of 10 V.S.A. chapter 151 [Act 250].

### 2010 APPROVAL FINDINGS OF FACT

Hartford's proposed growth center contains the following characteristics that substantially meet the definition of growth center.

**Mix of uses** – both the existing and planned development in the growth center include a wide mix of uses as described on page 4 of the application.

**Public spaces** – public spaces and uses are present throughout the growth center as shown on Figure 2 and described on pages 4-5.

**Central places or focal points** – focal points and anchoring institutions exist throughout the growth center and are described on page 6.

**Densities** – as described on pages 6-8, Hartford has successfully updated its zoning to achieve a sharp contrast between relatively high, maximum densities permitted within the growth center, and lower densities outside the growth centers sufficient to maintain rural character.

**Infrastructure investments** – Sewer and water infrastructure is sufficient to meet the needs of the growth center as described on page 9.

**Compact development** – Hartford's 2,005 acre growth center is appropriately compact when considered within the context of the town's existing land use patterns and its role as a regional center.

**Statewide planning goals and smart growth principles** – Hartford's growth center is substantially in keeping with statewide planning goals and smart growth principles.

**Act 250 purposes** – Act 250’s purposes are reinforced by Hartford’s growth center.

## **2015 STATUS UPDATE**

No Change

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### **12. Definition of Smart Growth**

*"Smart growth principles" means growth that: 24 V.S.A. § 2791(13)*

- (A) *Maintains the **historic development pattern** of compact village and urban centers separated by rural countryside.*
- (B) *Develops **compact mixed-use centers** at a scale appropriate for the community and the region.*
- (C) *Enables **choice in modes of transportation**.*
- (D) *Protects the state's **important environmental, natural and historic features**, including natural areas, water quality, scenic resources, and historic sites and districts.*
- (E) *Serves to **strengthen agricultural and forest industries** and minimizes conflicts of development with these industries.*
- (F) *Balances growth with the availability of **economic and efficient public utilities and services**.*
- (G) *Supports a **diversity of viable businesses in downtowns and villages**.*
- (H) *Provides for **housing** that meets the needs of a diversity of social and income groups in each community.*
- (I) *Reflects a **settlement pattern** that, at full build-out, is **not characterized by**:*
  - (i) ***scattered development** located outside of compact urban and village centers that is excessively land consumptive;*
  - (ii) *development that **limits transportation options**, especially for pedestrians;*
  - (iii) *the **fragmentation of farm and forest land**;*
  - (iv) *development that is **not serviced by municipal infrastructure** or that **requires the extension of municipal infrastructure across undeveloped lands** in a manner that would extend service to lands located outside compact village and urban centers;*
  - (v) ***linear development along well-traveled roads and highways** that lacks depth, as measured from the highway.*

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### **2010 APPROVAL FINDINGS OF FACT**

Hartford’s growth center is planned to substantially conform to the smart growth principles as follows.

**Historic development pattern** – The town has gone to great lengths to maintain the historic development pattern of compact village and urban centers separated by rural countryside through their growth center planning and zoning.

**Compact, mixed use centers** – Generally the growth center will develop compact, mixed use centers at a scale appropriate to the community and region.

**Transportation choice** – As described on page 11, much of the growth center is served by significant public transportation through the free, Advance Transit service that links villages, employment centers and the downtown within the growth center as well as with surrounding communities. Existing and planned bicycle and pedestrian investments are sufficient to serve and connect neighborhoods and uses within the growth center as shown on Figures 4 and 5 in the application.

**Important environmental and historic features** – Measures for protecting important natural and historic resources within and without the growth center are found to be sufficient.

**Agriculture and forest industries** – Measures for strengthening agriculture and forest industries and avoiding conflicts with them are found to be sufficient.

**Public utilities and services** – Planned growth within the growth center is balanced with the efficient provision of infrastructure and public utilities as discussed in findings above.

**Diversity of downtown and village businesses** – The diversity of downtown and village center businesses will be substantially supported by the growth center as discussed in findings above.

**Diversity of housing** – A variety of housing types serving a wide range of income groups exists within the growth center, and new housing development is expected to further diversify the housing options as described on page 6 of the application.

**Settlement pattern that is not scattered development, limits transportation options, fragments farm and forest land, requires extension of infrastructure across undeveloped land, or linear development** – As discussed in all the findings above, the Hartford growth center substantially avoids adverse development patterns at full build-out.

**2015 STATUS UPDATE**

No Change

# PROPOSED CAPITAL IMPROVEMENT PROJECTS FY 2016-2021

## NARRATIVE SUMMARY

(11-10-14 Draft)

### GENERAL FUND (10)

#### PUBLIC SAFETY

##### **Fire Equipment Replacement**

**Implementation: FY 2016-2021**

###### **Reserve Fund**

**Funding Source: \$1,260,000 Town General Fund**

Builds reserve to replace an ambulance every 8 years, pumper and tanker every 20 years, and administrative vehicle every 8 years. \$210,000 put into reserve fund every year.

###### **Equipment Purchase**

**Funding Source: \$1,105,000 Reserve Fund**

Replacement ambulance, pump, tank and administrative vehicle.

##### Basis for Priority Rating 1

- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lowers maintenance cost.
- Provides for public and employee safety.
- Needed to meet state, federal or other legal requirements.
- Conforms to Town Master Plan.
- Prepares for future growth.

##### **Police Vehicle Replacement**

**Funding Source: \$360,000 Town General Fund**

**Implementation: FY 2016-2021**

\$60,000 for the next 6 years to replace two vehicles every year.

##### Basis for Priority Rating 1

- Maintains current level of service.
- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lowers maintenance cost.
- Provides for public and employee safety.
- Needed to meet state, federal or other legal requirements.
- Conforms to Town Master Plan.

##### **Evidence Tracking System**

**Funding Source: \$14,500 Town General Fund**

**Implementation: FY 2016**

Spillman Evidence Module to include evidence barcoding system. This will be an add-on module to the existing Spillman CAD operating system to track and maintain evidence.

Basis for Priority Rating 2

- Improves efficiency
- Needed to assist in meeting National Accreditation requirements
- Needed to meet state, federal or other legal requirements
- Reduces liability by allowing evidence to be tracked under more enhanced guidelines

**Mobile Video Camera Replacement**

**Funding Source: \$14,000 Town General Fund**

**Implementation: FY 2016**

Replaces three (3) mobile video camera systems in police cruisers that are past their useful-life-cycle which are now unserviceable. Average life cycle for the systems is 5 years.

Basis for Priority Rating 2

- Needed to replace three broken units
- Reduces liability to officers, Department and Town
- Needed to meet state, federal or other legal requirements

**Digitally Recorded Interview Room**

**Funding Source: \$16,000 Town General Fund**

**Implementation: FY 2016**

Video and audio-recorded interview room with external monitoring capability is needed to conduct interviews in investigations, predominantly increasing SIU investigations. Plan includes for upgrading existing DVR equipment in conjunction with the communications department as well as adding an additional card access reader at booking/sallyport door.

Basis for Priority Rating 2

- Allows for onsite interviews instead of investigators having to schedule at external facilities
- Reduces liability to officers, Department and Town
- Needed to meet state, federal or other legal requirements
- Needed for increasing special investigation unit interviews
- Improves efficiency

**Public Safety Cold Storage Building**

**Funding Source: \$50,000 Town General Fund**

**Implementation: FY 2016**

**\$30,000 Impact Fee**

Cold storage building behind the Public Safety Building is needed to house equipment trailers. Storage space in existing building at capacity and forced to store items outside.

Basis for Priority Rating 2

- Improves efficiency.
- Maintains current level of service.
- Maintains current level of service as new development completed
- Protects equipment from weather and vandalism.
- Extends life of equipment.

## PUBLIC WORKS

### **Street Paving Throughout Town** **Implementation: FY 2016-2021**

**Funding Source: \$5,725,000 Town General Fund**  
**\$ 175,000 Grant**

Annual street paving and reconstruction work at \$9,000,000 in FY 2016 and \$1,000,000 per year thereafter. Life of improvements is 10-15 years.

#### Basis for Priority Rating 1

- Protects public safety
- Longevity of structures

### **Town Bridge Repairs & Replacement** **Implementation: FY 2016-2021**

#### **Reserve Fund**

**Funding Source: \$1,050,000 Town General Fund**

Builds reserve to repair and replace deteriorated bridges in accordance with Selectboard approved 10-year Bridge Capital Improvement Plan. \$175,000 put into reserve fund every year allows meeting need without major investment in any one year.

#### **Bridge Construction Projects**

**Funding Source: \$1,050,000 Reserve Fund**  
**\$3,132,000 Grant**

Construction of numerous bridge repair and replacement projects as outlined in Table 2 of the CIP.

### **Highway Equipment Replacement** **Implementation: FY 2016-2021**

#### **Reserve Fund**

**Funding Source: \$2,300,000 Town General Fund**

\$350,000 annual contribution to reserve fund in FY 2016 through 2019, and \$300,000 in FYs 2020 and 2021. Enable meeting need without major investment in any one year. An additional \$300,000 is in FY 2015-2016 to adjust for insufficient funding in FY 2014-2015.

#### **Equipment Purchase**

**Funding Source: \$2,300,000 Reserve Fund**

Replacement of variety of equipment every year in accordance with 18-year replacement schedule.

#### Basis for Priority Rating 1

- Needed improvement of equipment.
- Lowers maintenance cost.
- Provides for operator safety and more efficient use of time.

### **Fairview Terrace Wall Construction** **Implementation: FY 2016- 2021**

**Funding Source: \$ 340,000 Town General Fund**  
**\$3,340,000 Bond**

Interim and major rehabilitation/replacement of failing retaining wall to stabilize slope and protect roadway between Maplewood Terrace and Fairview Terrace. Expected life of the project is 50-75 years.

#### Basis for Priority Rating 2

- Protects public safety.
- Replaces/upgrades deteriorated facility with high level of community support.
- Conserves existing property and roadway.

**Quechee Sand & Salt Shed**

**Implementation: FY 2016-2021**

**Reserve Fund**

**Funding Source: \$250,000 Town General Fund**

\$41,667 put into reserve fund annually allows meeting need without major investment in any one year. Construct shed in FY2021.

**Construction**

**Funding Source: \$250,000 Reserve Fund**

Construct storage shed to cover salt and storage area in FY 2020 to help prevent run-off of stormwater from salt and sand piles. 25-year life expectancy.

Basis for Priority Rating 3

- Allows for on-site storage of equipment rather than driving back and forth to main garage.
- Provides for dry sand and larger salt storage.

**WRJ Salt Shed Roof Cover**

**Implementation: FY 2016-2021**

**Reserve Fund**

**Funding Source: \$54,000 Town General Fund**

\$10,000 put into reserve fund annually allows meeting need without major investment in any one year. \$4,000 in last year.

**Construction**

**Funding Source: \$50,000 Reserve Fund**

Replacement of storage shed roof in FY 2020. 20-year life expectancy.

Basis for Priority Rating 2

- Provides for continued dry sand and salt storage
- Provides environmental benefits by minimizing ground and surface water contamination.

**Existing Sidewalk Replacement**

**Funding Source: \$1,469,440 Town**

**General Fund Implementation: FY 2016-2021**

There are approximately 10 miles of sidewalks in Hartford. Replacement of 1,350 feet of sidewalk each year allows for a 40-year replacement cycle. Annual budget of \$202,488 includes planning and design costs. An additional \$254,512 is in FY 2015-2016 to adjust for insufficient funding in FY 2014-2015.

Basis for Priority Rating 2

- Provides for public safety.
- Ongoing replacement prevents large expenditures in any one year.

**DPW Facility Paving**

**Implementation: FY 2016-2021**

**Reserve Fund**

**Funding Source: \$86,000 Town General Fund**

\$16,000 into reserve fund annually allows meeting need without major investment in any one year. \$6,000 in final year.

**Construction**

**Funding Source: \$80,000 Reserve Fund**

Overlay of asphalt parking lot in FY 2020. 10 to 15-year life expectancy.

Basis for Priority Rating 3  
- Planning for expected life of current asphalt.

## **PARKS AND RECREATION**

### **Parks and Recreation Equipment Replacement**

**Implementation: FY 2016-2021**

#### **Reserve Fund**

**Funding Source: \$120,000 Town General Fund**

\$20,000 into reserve fund annually allows meeting need without major investment in any one year.

#### **Equipment Purchase**

**Funding Source: \$180,273 Reserve Fund**

Replacement of variety of equipment every year in accordance with established replacement schedule.

Basis for Priority Rating 1

- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lower maintenance cost.
- Provides for operator safety.

### **Kilowatt Park Master Plan Implementation**

**Funding Source: \$100,000 Impact Fees**

**Implementation: FY 2016-2017**

Construct waterfront park with Kiosks, signage, dock, non-motorized boat entrance, pavilion, improved parking and new sidewalk.

Basis for Priority: 3

- Allows for expanded use of the park.
- Continues implementation of Park Master Plan approved by BOS Aug 2008.
- Improves efficiency and net savings
- High level of community support
- Provides existing level of service to new development

### **Maxfield Sports Complex Lighting**

**Funding Source: \$175,660 Sports Club (Private)**

**Implementation: FY 2017**

Purchase and installation of two athletic field lighting fixtures to existing lighting base and electrical service. Life of project is 30+ years.

Basis for Priority: 3

- Completes overall project.
- Provides additional level of service to projected future development.
- Continues implementation of property master plan.
- High level of community support.

**Wright Reservoir Dam Reconstruction**  
**Implementation: FY 2015-2016**

**Funding Source: \$600,000 General Fund**

Restore dam to meet state dam safety regulations.

Basis for Priority: 1

- Completes overall project.
- Compliance with Vermont safety regulations/permitting.

## **PEDESTRIAN/BICYCLE IMPROVEMENTS**

**Sykes Mt Ave, Sidewalk Lower Butternut Lane to S. Main St**

**Implementation: FY 2016-2017**

**Funding Source: \$16,000 Town General Fund**

Matching funds for \$405,000 State grant received to engineer and construct sidewalk and bike lane.

Basis for Priority Rating 1

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements a portion of the Sykes Mt Avenue feasibility study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Quechee Main St Sidewalk, Library to Covered Bridge Sidewalk**

**Implementation: FY 2016-2018**

**Funding Source: \$500,000 Town General Fund  
\$400,000 Grant**

Engineering and construction of sidewalk. Contribution to Reserve Fund in FY 2016.

Basis for Priority Rating 1

- Improves public safety for pedestrians.
- Implements a portion of the Quechee Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Waterman Hill Road Sidewalk, Quechee Main St Sidewalk to RT 4**

**Implementation: FY 2016-2018**

**Funding Source: \$350,000 Town General Fund  
\$350,000 Grant**

Engineering and construction of sidewalk. Contributions to Reserve Fund in FY 2016 and FY 2017 for implementation in 2018.

Basis for Priority Rating 2

- Improves public safety for pedestrians.
- Implements a portion of the Quechee Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Quechee Main St Signage, Pheasant St to Quechee Club**

**Implementation: FY 2017**

**Funding Source: \$ 11,000 Town General Fund**

Signage for pedestrian and bike lanes on shoulder.

Basis for Priority Rating 3

- Improves public safety for pedestrians.
- Implements a portion of the Quechee Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**RT4 Sidewalk, Waterman Hill Rd to Jake's Market**

**Implementation: FY 2017-2020**

**Reserve Fund**

Engineering and construction of sidewalk. \$50,000 contributions to Reserve Fund in FYs 2016 , 2017

**Funding Source: \$150,000 Town General Fund**

**Construction**

**Funding Source: \$150,000 Town General Fund  
\$150,000 Reserve Fund**

Basis for Priority Rating 4

- Improves public safety for pedestrians.
- Implements a portion of the Quechee Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**RT4 Sidewalk, Waterman Hill Rd to Quechee Gorge**

**Implementation: FY 2019-2021**

**Funding Source: \$ 150,000 Town General Fund**

Contribution to Reserve Fund for future engineering and construction of sidewalk project beyond 2021.

Basis for Priority Rating 5

- Improves public safety for pedestrians.
- Implements a portion of the Quechee Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Route 14/West Hartford Sidewalks**

**Implementation: FY 2016-2020**

**Funding Source : \$130,000 Town General Fund  
\$520,000 State Grants**

Engineering and construction of sidewalk on the north side of Route 14 between the West Hartford Bridge and Tigertown Road, and on Quechee West Hartford Road. Contributions to Reserve Fund in FY 2016 through 2019 to begin implementation of 1<sup>st</sup> project in FY 2017 and 2<sup>nd</sup> project in FY 2020.

Basis for Priority Rating 1

- Improves public safety; no pedestrian accommodation in village.
- Meets "sidewalks for every village" goal in Town's Bicycle Pedestrian Plan.
- Addresses community need identified in Village Centers Project.

**North Hartland Road (RT 5) Sidewalk, Ballardvale Drive to Arboretum Lane**

**Implementation: FY 2016-2018**

**Funding Source: \$ 18,000 Town General Fund**

Matching funds for State grant already received to engineer and construct sidewalk.

Basis for Priority Rating 1

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements a portion of the Sykes Mt Ave/RT 5 Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**North Hartland Road (RT 5) Scoping Study, Arboretum Lane to Town Line**

**Implementation: FY 2016-2018**

**Funding Source: \$ 20,000 Town General Fund  
\$ 20,000 Grant**

Feasibility Study to identify options for sidewalk and bike lane.

Basis for Priority Rating 1

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements Town Master Plan and Town's Bicycle Pedestrian Plan.

**North Hartland Road Interchange Area Sidewalk**

**Implementation: FY 2016-2018**

**Funding Source: \$ 41,100 Town General Fund**

Matching funds for \$405,000 State grant received to engineer and construct sidewalk and bike lane.

Basis for Priority Rating 1

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements a portion of the Sykes Mt Ave/RT 5 Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Christian St Sidewalk Scoping Study, Maple St to Bugbee St**

**Implementation: FY 2016-2017**

**Funding Source: \$ 15,000 Town General Fund  
\$ 15,000 Grant**

Feasibility Study to identify options for sidewalk and bike lane.

Basis for Priority Rating 2

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements Town Master Plan and Town's Bicycle Pedestrian Plan.

**Sykes Mt Ave Sidewalk, Butternut Lane to Walsh Rd North Side**

**Implementation: FY 2016-2019**

**Funding Source: \$165,000 Town General Fund**

Engineering and construction of sidewalk. Contributions to Reserve Fund in FYs 2016 , 2017 and 2018, with initiating project in FY 2018.

Basis for Priority Rating 2

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements a portion of the Sykes Mt Avenue feasibility study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Christian St Sidewalk, Multipath to Woodhaven**

**Implementation: FY 2016-2019**

**Funding Source: \$189,000 Town General Fund**

Engineering and construction of sidewalk. Contributions to Reserve Fund in FYs 2016 , 2017 and 2018, with initiating project in FY 2018.

Basis for Priority Rating 2

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements a portion of the Christian St Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Hartford Ave Sidewalk, Hewitt St to Cumberland Farm**

**Implementation: FY 2016-2019**

**Funding Source: \$ 80,000 Town General Fund  
\$280,000 Grant**

Engineering and construction of sidewalk. Contributions to Reserve Fund in FYs 2016 , 2017, 2018, and 2019 with initiating project in FY 2019.

Basis for Priority Rating 3

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements a portion of the Christina Street Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**Bugbee St Sidewalk, RT 5 to Sterling Springs**

**Implementation: FY 2017-2021**

**Funding Source: \$168,000 Town General Fund  
\$400,000 Grant**

Engineering and construction of sidewalk. Contributions to Reserve Fund in FYs 2016 through 2020, with initiating project in FY 2021.

Basis for Priority Rating 3

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements a portion of the Christian St Feasibility Study, Town Master Plan and Town's Bicycle Pedestrian Plan.

**VA Cut-Off Rd Sidewalk Scoping Study**

**Implementation: FY 2018-2021**

**Funding Source: \$ 15,000 Town General Fund  
\$ 15,000 Grant**

Feasibility Study to identify options for sidewalk and bike lane.

Basis for Priority Rating 3

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements Town Master Plan and Town's Bicycle Pedestrian Plan.

**Reserve Funds for Bike Ped Projects Beyond FY 2021**

**Implementation: FY 2018-2021**

**Funding Source: \$275,000 Town General Fund**

Funding to initiate feasibility studies and/or engineering for projects to complete project identified in the Town's Bicycle and Pedestrian Plan.

Basis for Priority Rating 3

- Improves public safety; currently a dangerous section for pedestrians and bicyclists.
- Implements Town Master Plan and Town's Bicycle Pedestrian Plan.

## ECONOMIC DEVELOPMENT

### **Maple Street Roundabout @Prospect St** **Implementation: FY 2018**

**Funding Source: \$1,000,000 TIF Bond**  
**(TIF may be offset by private financing)**

Improvements to the intersection of Prospect Street and RT14/4. Supports redevelopment of a blighted industrial area in White River Junction commercial neighborhood. Is a project in the approved WRJ TIF District Plan. Bond paid-off with local and state TIF tax revenue.

#### Basis for Priority Rating 1

- Eliminates a blighted area in Town
- Enables private sector investment, thereby increases tax revenue
- Provides needed commercial space.
- Continues progress on implementation of TIF District Plan, Downtown WRJ Revitalization Plan, and Town Master Plan.
- Indebtedness (bond) needed to obtain state TIF funds.

### **S Main St Parking Lot/Gates Extension (TIF)**

**Implementation: FY 2015-2016**

**Funding Source: \$800,000 Town TIF Bond**  
**\$ 100,000 (State Grant)**

Continues redevelopment of South Main Street area including the parking lot and park and improvements to Gates Street east initiated in FY 2014. Addresses vehicular and pedestrian safety and circulation issues and deteriorated road conditions, needed water, sewer, stormwater, lighting and sidewalk improvements. Bond paid-off with local and state TIF tax revenue. State grant already approved.

#### Basis for Priority Rating 1

- Improves public safety
- Completes identified public infrastructure improvements.
- Completes approved conceptual plan.
- Enables private sector investment, thereby increases tax revenue
- Continues progress on implementation of TIF District Plan, Downtown WRJ Revitalization Plan, and Town Master Plan.
- Indebtedness (bond) needed to obtain state TIF funds.

### **Town Pkg Lot off Gates St & Currier St Ext (TIF)**

**Implementation: FY 2015-2016**

**Funding Source: \$ 200,000 Town General Fund**  
**\$5,700,000,000 Town TIF Bond**

Town parking lot behind former Legion Building broken into two Phases. Phase 1 in FY 2015-2016 will resurface and improve pedestrian access and lighting for the parking lot, and access from Gates/Currier Streets. Addresses very poor road conditions and public safety concerns often cited by public and businesses considering locating in WRJ. Phase 2 in FY 2021 for parking garage to service increased demand for parking as redevelop occurs. Contributions to Reserve fund enable upfront engineering and design for bidding prior to TIF bond, which can be reimbursed by TIF funds. Bond paid-off with local and state TIF tax revenue. State grant already approved.

#### Basis for Priority Rating 1

- Improves public safety

- Completes identified public infrastructure improvements.
- Enables private sector investment, thereby increases tax revenue
- Continues progress on implementation of TIF District Plan, Downtown WRJ Revitalization Plan, and Town Master Plan.
- Indebtedness (bond) needed to obtain state TIF funds.

**Downtown WRJ Revitalization Infrastructure Projects**

**Implementation: FY 2016-2021**

**Reserve Fund**

Contributions to Reserve fund enable upfront engineering and design for bidding prior to TIF bond, which can be reimbursed by TIF funds.

**Funding Source: \$ 500,000 Town General Fund**

**Project Implementation**

**Funding Source: \$ 400,000 Town Reserve  
\$4,900,000 Town TIF Bond  
(TIF may be offset by private financing)**

Continues implementation of multi-year WRJ Revitalization Plan completed in 2009 and TIF District Plan approved in 2012. Will providing needed improvements to sidewalks, roads, parking, lighting, landscaping and other public areas, and upgrades and expansion of Town water and wastewater system. Bond paid-off with local and state TIF tax revenue.

**Basis for Priority Rating 1**

- Improvements needed to enable private sector investment and economic development activities in the Town.
- Improves public safety
- Completes identified public infrastructure improvements.
- Completes approved conceptual plan.
- Enables private sector investment, thereby increases tax revenue
- Provides needed commercial space.
- Continues progress on implementation of TIF District Plan, Downtown WRJ Revitalization Plan, and Town Master Plan.
- Indebtedness (bond) needed to obtain state TIF funds.
- Provides matching funds needed to obtain state and federal funds.

**BARWOOD ARENA ENTERPRISE FUND 20**

**Equipment and Refrigeration System Replacement**

**Implementation: FY 2016-2021**

**Reserve Fund**

\$28,000 into reserve fund annually allows meeting need without major investment in any one year.

**Funding Source: \$168,000 Enterprise Operating Fund**

**Equipment Purchase**

Replacement of Zamboni ice surface machine in 2017 and refrigeration system in 2019.

**Funding Source: \$255,000 Reserve Fund**

**Basis for Priority Rating 1**

- Maintains current level of service.
- Replaces broken or unserviceable equipment.

- Improves efficiency.
- Lower maintenance cost.
- Provides for operator safety.

## **SOLID WASTE ENTERPRISE FUND 30**

### **Landfill Equipment Replacement**

**Implementation: FY 2016-2021**

**Reserve Fund**

**Funding Source: \$153,000 Enterprise Operating Fund**

\$30,000 put into reserve fund annually for 3 three years and \$21,000 for three years allows meeting need without major investment in any one year.

**Equipment Purchase**

**Funding Source: \$200,000 Reserve Fund**

Replacement of variety of equipment every year in accordance with established replacement schedule.

**Basis for Priority Rating 1**

- Maintains current level of service.
- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lower maintenance cost.
- Provides for operator safety.

**Landfill Parking Lot /Roadway**

**Funding Source: \$35,000 Enterprise Operating Fund**

**Implementation: FY 2016-2018**

Resurfacing of parking lot and roadway to scale house reconstruction resulting from settlement of landfill and general aging of facility.

**Basis for Priority Rating 2**

- Addresses safety issues.
- Maintains current level of service
- Prevents further deterioration leading to more expensive improvements in future.

**Landfill Building Roof Replacement**

**Funding Source: \$40,000 Enterprise Operating Fund**

**Implementation: FY 2018**

Replacement of old Building Roof that has outlived its life.

**Basis for Priority Rating 2**

- Building starting to have leaks which are difficult to repair.
- Original asphalt roof installed in 1991.
- Prevents further deterioration leading to more expensive repairs in the future.

## WATER ENTERPRISE FUNDS (50 & 55)

### WHITE RIVER JUNCTION SYSTEM (Fund 50)

#### Equipment Replacement Rolling Stock

Implementation: FY 2016-2021

##### Reserve Fund

Funding Source: \$90,000 Enterprise Operating Fund

\$15,000 into reserve fund annually allows meeting need without major investment in any one year.

##### Equipment Purchase

Funding Source: \$35,000 Reserve Fund

Replacement of variety of equipment every other year in accordance with established replacement schedule.

#### Basis for Priority Rating 1

- Maintains current level of service.
- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lower maintenance cost.
- Provides for operator safety.

#### Hartford Transmission Main Replacements

Funding Source: \$1,650,000 Federal Revolving Loan Fund

Implementation: FY 2017

Replacement of aging water mains that are insufficient in size, poor structural integrity or needed to improve fire flows at Maple Street, Gillette Street, Hartford Ave, and North Main Street. Life of systems 20-25 years.

#### Basis for Priority Rating 2

- Maintains Town level of service standard.
- Needed to meet state, federal or other legal requirement.
- Improves efficiency and thus town funds long term
- Avoids costly private and property damage when mains rupture
- Protects public safety.
- Prepares for future growth.

#### Wilder Well Redevelopment

Funding Source: \$450,000 Federal Revolving Loan

Implementation: FY 2017

Replacement of low production water well prioritized in 2012 Water System Evaluations

#### Basis for Priority Rating 2

- Maintains public health through adequate source capacity and redundancy.
- Maintains water source system.
- Replacement now is less expensive than deferring to future.
- Results in improved efficiencies and net savings
- Maintains Town level of service standard.

**Hartford Water Meter Replacements**  
**Implementation: FY 2018**

**Funding Source: \$500,000 Federal Revolving Loan**

Replacement of older, low recording residential and commercial water meters. Expected life of system is 10-12 years.

**Basis for Priority Rating 2**

- Replaces broken or unserviceable capital systems needed to maintain current level of service.
- Replacement now is less expensive than deferring to futures
- Improves efficiency and net savings.

**Hartford RT 5 South Tank System**  
**Implementation: FY 2020**

**Funding Source: \$1,730,000 Federal Revolving Loan**

New tank if Route 5 south area were to redevelop. Prioritized in 2012 Water System Evaluations.

**Basis for Priority Rating 5**

- Expansion provides existing levels of service to projected future development.

**QUECHEE SYSTEM WATER (Fund 55)**

**Quechee Equipment Replacement Rolling Stock**  
**Implementation: FY 2016-2021**

**Reserve Fund**

**Funding Source: \$90,000 Enterprise Operating Fund**

\$15,000 into reserve fund annually allows meeting need without major investment in any one year.

**Equipment Purchase**

**Funding Source: \$35,000 Reserve Fund**

Replacement of variety of equipment every other year in accordance with established replacement schedule.

**Basis for Priority Rating 1**

- Maintains current level of service.
- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lower maintenance cost.
- Provides for operator safety.

**Quechee-Hartland Road Water Storage Tank**  
**Implementation: FY 2016 - 2017**

**Funding Source: \$1,660,000 Federal Revolving Loan**

Construct additional storage facility. Prioritized in 2012 Water System Evaluations.

**Basis for Priority Rating 2**

- Reduces urgent threats to public safety and health.
- Improves efficiencies and net savings.
- Provides existing levels of service to development recently completed, underway or in the future.

## WASTEWATER ENTERPRISE FUNDS (60 & 65)

### WHITE RIVER JUNCTION WASTEWATER (Fund 60)

#### Hartford Wastewater Equipment Replacement

Implementation: FY 2016-2021

##### Reserve Fund

**Funding Source: \$150,000 Enterprise Operating Fund**

\$25,000 into reserve fund annually allows meeting need without major investment in any one year.

##### Equipment Purchase

**Funding Source: \$205,000 Reserve Fund**

Replacement of equipment every year in accordance with established replacement schedule.

#### Basis for Priority Rating 1

- Maintains current level of service.
- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lower maintenance cost.
- Provides for operator safety.

#### Hartford Sewer Line Repairs

**Funding Source: \$210,000 Enterprise Operating Fund**

Implementation: FY 2016-2020

Repair of Chestnut Street, Hanover Street and Lantern Street lines, and various manholes.

#### Basis for Priority Rating 2

- Replaces broken to preserve existing level of services.
- Improves efficiencies and net savings.
- Enables meeting Town standards.

### QUECHEE WASTEWATER SYSTEM (Fund 65)

#### Quechee Equipment Replacement Rolling Stock

Implementation: FY 2016-2021

##### Reserve Fund

**Funding Source: \$108,000 Enterprise Operating Fund**

\$18,000 into reserve fund annually allows meeting need without major investment in any one year.

##### Equipment Purchase

**Funding Source: \$50,000 Reserve Fund**

Replacement of variety of equipment every year in accordance with established replacement schedule.

#### Basis for Priority Rating 1

- Maintains current level of service.
- Maintains current level of service as new development completed.
- Replaces broken or unserviceable equipment.
- Improves efficiency.
- Lower maintenance cost.
- Provides for operator safety.

**Quechee Sewer Line Repairs**  
**Implementation: FY 2016-2020**

**Funding Source: \$150,000 Enterprise Operating Fund**

Replacement/sliplining repairs of three sewer mains that no longer meet Town requirements and criteria

Basis for Priority Rating 3

- Replaces broken to preserve existing level of services.
- Improves efficiencies and net savings.
- Enables meeting Town standards.

**Decommission Wheelock Road Septage Tanks**  
**Implementation: FY 2017-2020**

**Funding Source: \$50,000 Enterprise Operating Fund**

Decommission of three 30,000 gallon tanks in order to finalize the decommissioning of leach field 2a. All flow currently is being pumped to the Quechee Wastewater Treatment Plant.

Basis for Priority Rating 2

- Meets wastewater good practice requirements.
- Avoids premature corrosion of downstream sewer lines.

**Upgrade Mill Run Pump Station**  
**Implementation: FY 2017**

**Funding Source: \$80,000 Enterprise Operating Fund**

Replacement of pumps, controls and addition of SCADA telemetry.

Basis for Priority Rating 1

- Preserve existing level of services.
- Improves efficiencies and net savings.
- Enables meeting Town standards.

## HARTFORD WATERLINE REPLACEMENTS 2010-2014

LOCATION	YEAR	UPGRADE	COST
Passumpsic Ave	2014	2"/6" to 2200 LF of 8"	\$ 111,000
Hillcrest Terrace	2010	600 LF of 8"	\$ 90,000
Highland Ave	2014	1100 LF of 2"	\$ 55,000
Wilder Street	2010	6" to 400 LF of 8"	\$ 60,000
Wilder Street	2010	280 LF of 2"	\$ 14,000
VA Cut-Off Road	2010	8" to 1300 LF of 16"	\$ 195,000
Half Penny Road	2011	275 of 2"	\$ 5,500
Victory Circle	2014	650 LF of 2"	\$ 32,500
Ridgeview Drive	2012	650 LF of 2"	\$ 32,500
Locust Street	2010	4" to 405 LF of 8"	\$ 60,000
Locust Street	2010	200 LF of 2"	\$ 10,000
Division Street	2010	2" to 500 LF of 8"	\$ 75,000
Frost Park	2010	4" 820 LF of 8"	\$ 123,000
Frost Park	2010	1095 LF of 2"	\$ 54,000
Summer Street	2010	6" to 650 LF of 8"	\$ 97,500
Walsch Ave	2012	1150 LF of 2"	\$ 57,500
<b>TOTAL</b>			<b>\$ 1,072,500</b>

## Bicycle/Pedestrian/Road Projects in Hartford Growth Center 2010 to 2015

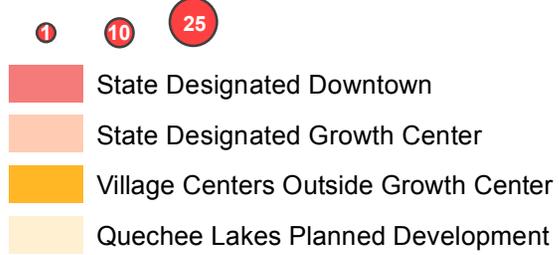
#	Project Name	Funding Source	Current Status
	<b><u>Sykes Mt Ave - Rat 5 Area (North Hartland Road)</u></b>		
1	Sykes Mt Ave and RT 5 New Roundabout and Sidewalk	State/Federal/Town	Project Underway
2	Sykes Mountain Avenue Central Sidewalk/Bike Lane Project	Transportation Enhancements/Town	Going out to bid soon
3	North Hartland Road Sidewalk/Bike Lane Project	Transportation Enhancements/Town	Going out to bid soon
4	Lower Sykes Mountain Avenue Central Sidewalk/Bike Lane Project	Vermont Bicycle/Pedestrian Program/Town	Prel. Design Completed
5	I-91 Interchange Bicycle/Pedestrian Scoping Study	Transportation Enhancements/Town	Completed 2013
6	I-91 Interchange Bicycle/Pedestrian Sidewalk & Bike Lane Project	Vermont Bicycle/Pedestrian Program/Town	Grant Recently Awarded
	<b><u>WRJ Designated Downtown and TIF District</u></b>		
7	South Main Street Sidewalk Reconstruction & Bus Shelter	Downtown Transportation Funds/Town/Fed.	Completed 2012
8	Bridge Street Underpass and Sidewalk Reconstruction	State/Federal/Town	Completed 2014
9	Church Street/Gates Street Sidewalk Reconstruction	Town	Completed 2010
10	Railroad Row New Sidewalk, Joe Reed Drive to Train station	State/Federal/Town	Project Underway
11	North Main Street Sidewalk Reconstruction, Bridge St - Joe Reed Dr.	Town	Completed 2014
12	Gates Street East New & Reconstructed Sidewalk & Road Reconstruction	Downtown Transportation Funds/Town	Construction Beginning 2015
13	Prospect Street New and Reconstructed Sidewalk	Town TIF/Developer	Project Underway
	<b><u>Wilder Village</u></b>		
14	Norwich Ave New Sidewalk, Depot St to Hitchcock Drive	Town	Completed 2013
15	Christian Street/Bugbee Street Bicycle/Pedestrian Scoping Study	Safe Routes to School	Completed 2013
			Updated 2-26-15

# New Dwelling Units Permitted, Hartford, VT

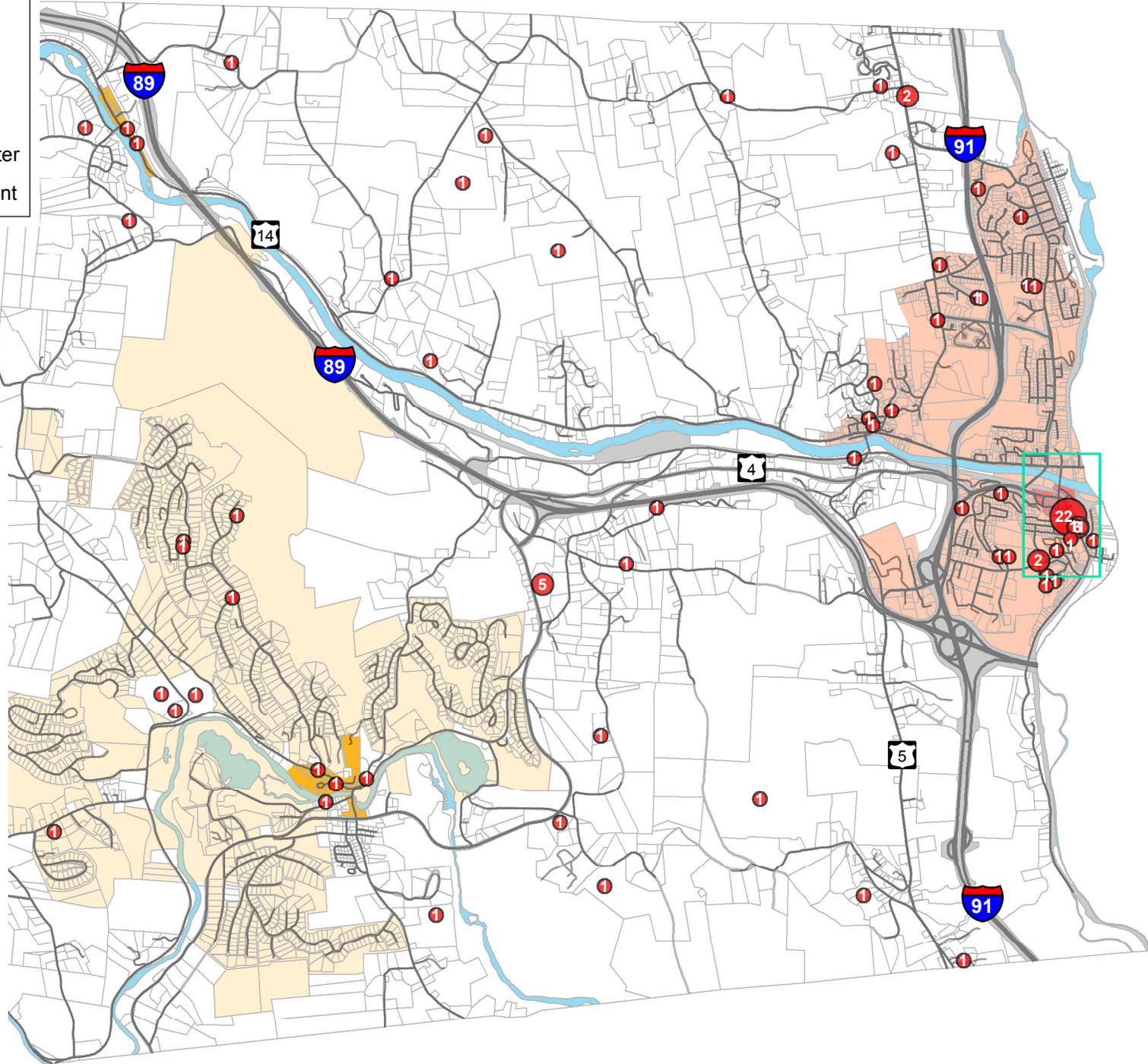
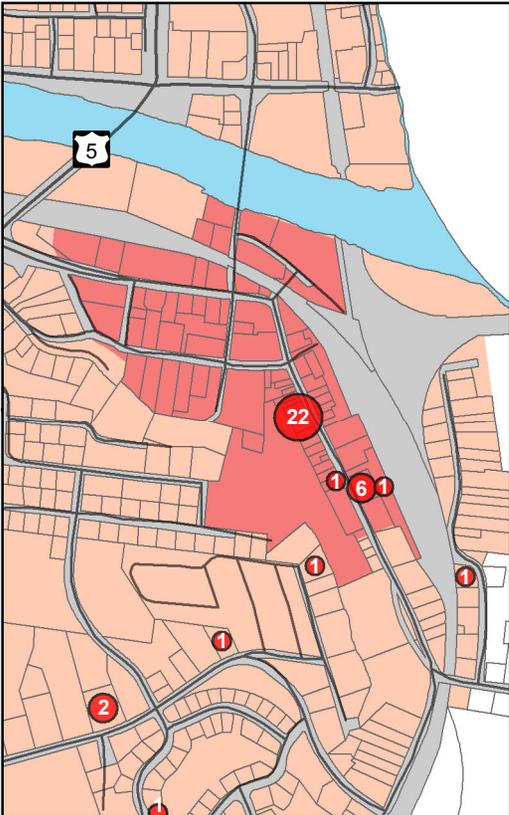
## 03/22/2010 to 03/22/2015



### New Dwelling Units



Development Area	Dwelling Units	Percent of Total
Downtown	30	30.3%
Growth Center (excluding downtown)	25	25.3%
Outside Growth Center	44	44.4%
<b>Total New Dwelling Units</b>	<b>99</b>	<b>100.0%</b>



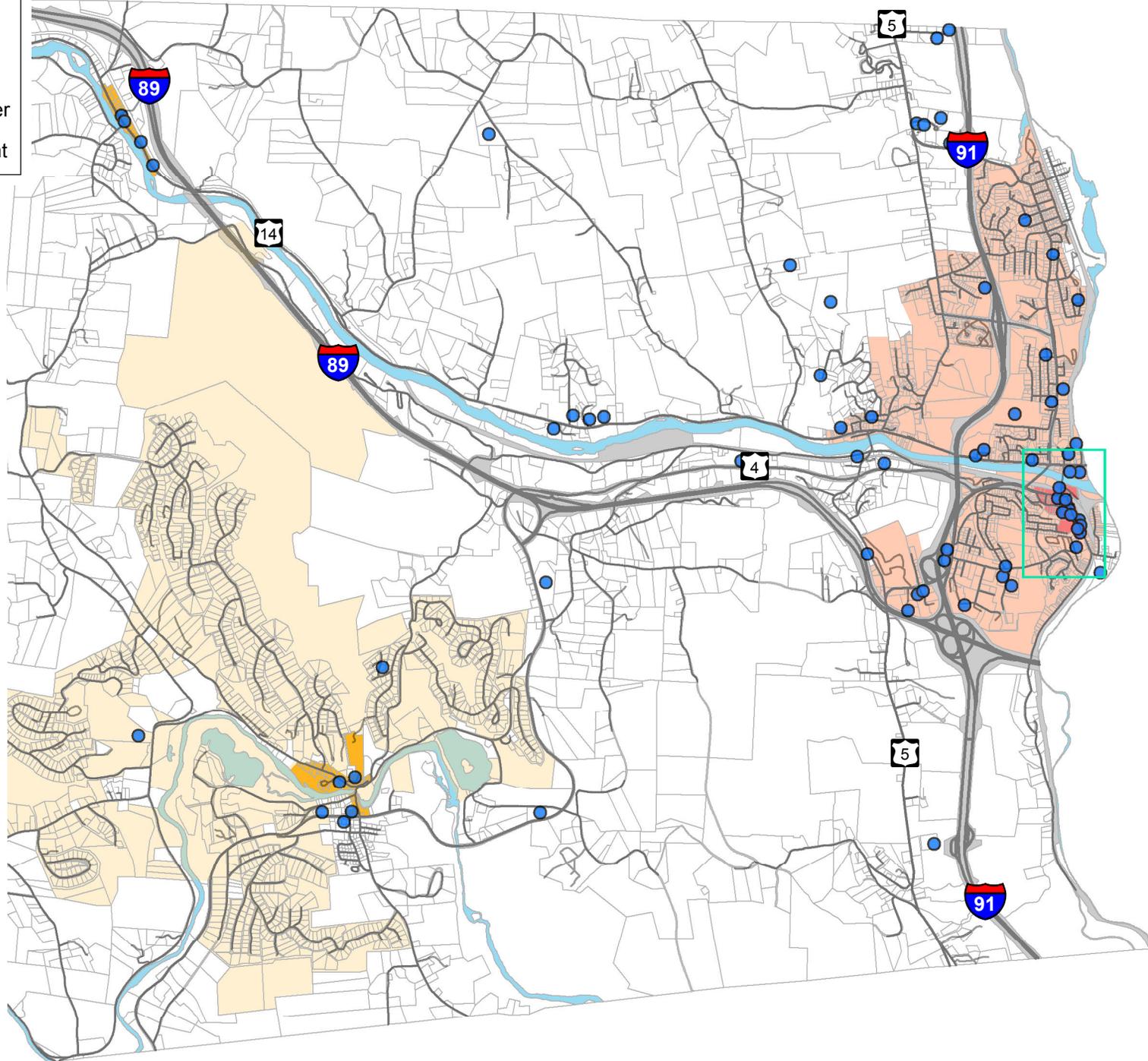
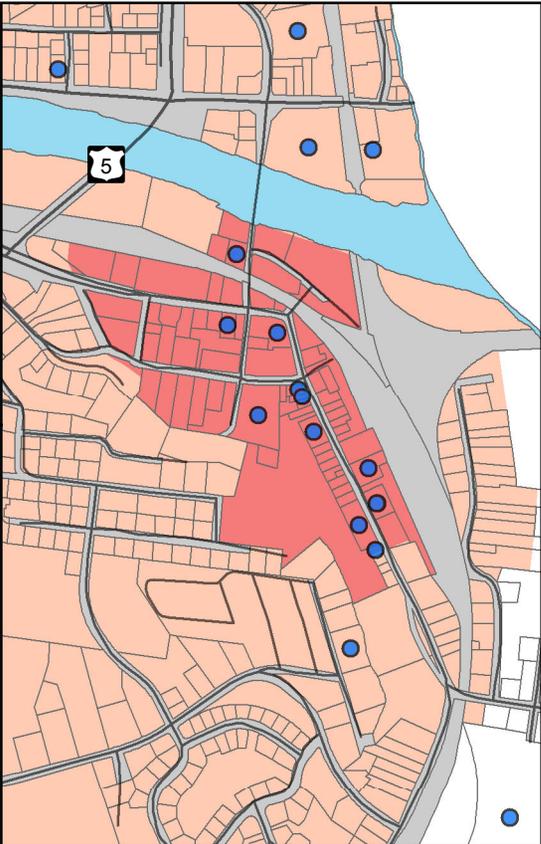
# New or Expanded Commercial/Industrial Spaces, Hartford, VT

## 03/22/2010 to 03/22/2015



- Commercial/Industrial Spaces
- State Designated Downtown
- State Designated Growth Center
- Village Centers Outside Growth Center
- Quechee Lakes Planned Development

Development Area	Commercial/ Industrial	Percent of Total
Downtown	17	20.0%
Growth Center (excluding downtown)	30	35.3%
Outside Growth Center	38	44.7%
<b>Total New or Expanded Commercial/Industrial Spaces</b>	<b>85</b>	<b>100.0%</b>



# Subdivisions Permitted, Hartford, VT

## 03/22/2010 to 03/22/2015



- New Lots Created
- Lots Consolidated for Redevelopment Inside Growth Center
- Lots Consolidated/ Land Conservation Outside Growth Center
- State Designated Downtown
- State Designated Growth Center
- Village Centers Outside Growth Center
- Quechee Lakes Planned Development

Development Area	New Lots	Percent of Total
Downtown	1	4.8%
Growth Center (excluding downtown)	4	19.0%
Outside Growth Center	16	76.2%
<b>Total New Lots</b>	<b>21</b>	<b>100.0%</b>

