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TO: Vermont Department of Housing and Community Development
FROM: Sarah Hadd, AICP, CFM; Colchester Planning & Zoning Director
DATE: February 19, 2019
RE: Colchester Designations

The Town of Colchester has a New Town Center designation coupled with a Growth Center designation from the Downtown Board that will be reviewed in a combined process at the June 2019 Downtown Board meeting. This will mark the second five-year check-in of the Downtown Board on Colchester or the half-way point for the Growth Center designation. Included in this submittal are preliminary materials including the original findings of fact and order for the Growth Center with comments from 2014 (green) and 2019 (blue). Once this preliminary review is complete, updated maps and tables will be provided noting permits for new development within and outside the Growth Center in Colchester.

Colchester has been working with the Downtown Board and its staff over the interceding years specifically on the requirements of the New Town Center designation. While finding seven of the Growth Center approval touches on the need for civic use, the New Town Center requirements are more specific in nature. As the New Town Center is owned by a single entity, the Town has had to negotiate to acquire property to meet this requirement. In September 2018, the Town proposed acquiring the green and gazebo to the Board. On October 30th the Town was provided with approved minutes from the meeting directing the Town to move forward on obtaining the green as a means to satisfy the civic use requirement. In the intervening time, it was determined that the green is not a separate lot and will need to be subdivided from the parent parcel so as to be conveyed to the Town. Survey work has been completed and the sketch plan application for subdivision is to be heard by the Colchester Development Review Board in March. It is anticipated that the green will be subdivided and conveyed to the Town prior to the June Downtown Board Meeting. Included is a proposed change to the Capital Budget warned for a March 26th hearing to include the eventual replacement of the gazebo in the Town's capital improvement plan. A recreation survey is also being mailed out to occupants of Severance Corners to plan for events and programing utilizing the green. This survey will be completed prior to the June meeting and the results will be used in the formation of the fall recreation offerings.

As noted in the enclosed marked-up findings of fact and order, Colchester continues to meet or exceed all of the original approval. With the Town's acquisition of the green, it will own the center point of the New Town Center and existing development within the Growth Center providing additional affirmation of the Town's civic commitment to Severance Corners. Should additional materials be desired or any questions arise, please do not hesitate to contact me directly at shadd@colchestert.gov or (802)-264-5602.

Attachments:

- Map approved subdivisions (2009-2013)
- Map new DU (2014-2019)
- Table of residential permits by type in & out of GC (2014-2019)
- Table of nonresidential permits by type in & out of GC (2014-2019)
- Colchester Development Regulations excerpts – FBC
- Colchester Official Map
- Plan of Colchester New Town Center
- Draft 2019 Colchester Town Plan
- Colchester Capital Improvement Plan and warned amendment
- GMT Route Map

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1. 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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FINDINGS OF FACT. Through its projections, the town anticipates about 1,300 additional households and 2,300 additional jobs over the next 20 years. This translates to about 665 dwelling units and 478,550 SF of commercial space needing to be accommodated in the growth center. For the 10-acre New Town Center to accommodate this amount, or even 50% of this amount, the density would have to exceed the maximum density of 12 units per acre allowed under the current zoning. The current zoning density is enabled, not required. Higher densities would require a zoning change.

2014 STATUS. It remains accurate that the proposed growth center growth could not reasonably be achieved within Colchester’s 10-acre New Town Center. The boundaries of both the New Town Center and the Growth Center remain as originally approved in 2007 and 2009, respectively.

Seven years after its designation, the New Town Center development as originally planned and permitted is largely constructed and occupied. In 2013, Colchester replaced the zoning within the Severance Corners Growth Center with a new form-based code (FBC) district. The FBC does not have a maximum density and will allow for future infill within the New Town Center. However, even with those changes, Colchester anticipates that the majority of future growth within the Growth Center will occur outside the 10-acre New Town Center.

2019 STATUS. No change from 2014.

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2. The proposed growth center is of an appropriate size sufficient to accommodate a majority of the projected population and development over a 20-year planning period. The proposed 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 period (24 V.S.A. § 2793c(e)(1)(F)).

The proposed growth center will result in a settlement pattern that, at full build-out, is not characterized by 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 (24 V.S.A. § 2791(13)(1)(iv)).

The proposed growth center will result in a settlement pattern that, at full build-out, is not characterized by linear development along well-traveled roads and highways that lacks depth, as measured from the highway (24 V.S.A. § 2791(13)(1)(v)).

FINDINGS OF FACT. The proposed growth center is 273 acres. Only about 161 acres are developable. More than 50% of the projected growth can fit into these 161 acres, especially if they are built out to the maximum feasible extent according to the applicant.

Much of the area has been permitted at less than maximum feasible density permitted. It is not characterized by linear development. While the PUDs within the growth center are each planned at a higher density pattern, there was some concern that that these areas do not unify into one compact form. Future infill development could help diminish a scattered appearance between the developments. The area is currently served by water and sewer. Given the configuration of the growth center, and the growth projections over 20 years (even if there is a slowing in the growth over the next couple of years), the growth center is appropriately sized.

2014 STATUS. It remains accurate that the 273-acre Growth Center is appropriately sized to accommodate a majority of Colchester's projected growth over the 20-year planning period. Colchester adopted a form-based code for Severance Corners in 2013, which was intended to promote higher-density and infill development. The state's 2011 decision to abandon plans for the Circumferential Highway, which would have bisected the Growth Center, is anticipated to create new opportunities for a better integrated and connected development pattern at Severance Corners than could have been achieved if the highway had been built as originally planned.

2019 STATUS. No change largely from 2014. VTrans has indicated that internal transportation corridors such as road and pedestrian infrastructure may cross the Circ Highway right of way but no crossing has been permitted or constructed at this time.

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3. The proposed 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)).

The proposed growth center is planned to develop compact mixed-use centers at a scale appropriate for the community and the region (24 V.S.A. § 2791(13)(8)).

FINDINGS OF FACT. The application includes an analysis of retail activity in Chittenden County. The scale and mix of commercial uses proposed for the growth center is not destination in nature and thus not proposing to compete with other major retail centers in Chittenden County, including Colchester's own Exit 16. There will be no big box retail

stores, as no buildings greater than 10,000 square feet will be permitted within the proposed growth center. Only 25% of the proposed commercial space proposed in the growth center will be retail, and is projected to mainly serve the residents of Colchester, especially those living in the area. These limitations are key to minimizing the impact on other parts of Colchester and surrounding downtowns and village centers, including Burlington, Essex Junction, Winooski, Williston and Jericho. The residential growth within the growth center is expected to reinforce the designated new town center of Colchester, especially if the town is successful in funneling a majority of their commercial and residential growth into the growth center.

2014 STATUS. It remains accurate that Severance Corners is not envisioned to become a major regional retail center. The Severance Corners form based code requires multi-story buildings and incorporates architectural standards that will effectively prevent big box retail development and promote mixed use development.

2019 STATUS. With contraction in the retail market, Severance Corners has maintained its status as a hub of small professional offices, daycares, a restaurant, and a dance studio. While larger commercial buildings are approved and not constructed, new commercial construction has been relatively stagnant throughout the county. The Allen, Brooks, and Minor 2018 regional analysis of the commercial sector has noted that office space has an oversupply with 9.5% vacancy and 10% of total sales are now through ecommerce eating in to typical retail. Industrial vacancy remains low however; Severance Corners is without an industrial component. Areas of commercial growth are food and service based retail. In a 2018 Market Analysis of Colchester, conducted by ADG, Inc., identified the need for smaller and more adaptive space for new businesses. Examples include co-working or shared business space. The space above the current restaurant in the New Town Center is a shared business space with multiple small offices. Severance Corners is well poised to receive the areas of projected commercial growth with small scale manufacturing (such as specialty foods) added to the list of permissible uses in 2016. It is anticipated that Colchester will continue to see incremental but positive growth during the remaining term of the growth center. Unlike other market areas, Colchester is fortunate to enjoy a slow and steady pace of growth without major ebbs and flows.

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4. The proposed growth center 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 infill development and redevelopment of historically developed land (24 V.S.A. § 2791(12)(B)(iv)).

The proposed growth center 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 (24 V.S.A. § 2791(12)(B)(vi)).

The proposed growth center is planned to maintain the historic development pattern of compact village and urban centers separated by rural countryside (24 V.S.A. § 2791(13)(A)).

The proposed growth center will result in a settlement pattern that, at full build-out, is not characterized by scattered development located outside of compact urban and village centers that is excessively land consumptive (24 V.S.A. § 2791(13)(1)(i)).

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 (24 V.S.A. § 2793c(e)(1)(D)(iv)).

FINDINGS OF FACT. Colchester has an incentive approach to development in the growth center; they are trying to attract smart growth development to the growth center through incentives by making it a better option for the developer than conventional development. Tools in place to achieve smart growth include: higher base density in the growth center than some (but not all) areas of the town, density bonuses, a fledgling Transfer of Development Rights (TDR) program that has the growth center as just one of the receiving areas though with additional bonus points, in-place infrastructure in the growth center, open space planning, Planned Unit Development (PUD), and design guidelines for compact mixed use GD3 zoning district.

The following concerns were raised during the designation review processes about the town's regulatory program (responses from the applicant shown in italics):

- The regulations allow low-density development including one-story buildings within the growth center. *Higher densities are optional but the design guidelines for the district make multi-storied buildings more likely to be proposed and approved than low-density development.*
- Integrating the four quadrants of the growth center into an interconnected whole rather than as four separate PUDs may be difficult given the layouts approved for three of the PUDs and the separation created by the Circ Highway right-of-way. *The town has proposed connections through pedestrian and vehicular infrastructure and expects that the design guidelines for the district, over time and with infill development, will lead to a better-integrated pattern as envisioned in the concept drawing.*
- It may be a challenge to direct 50% or more of the projected growth into the growth center, since there are other areas of the town where commercial, residential and industrial growth can and will occur. In particular, the growth center identified in the Town Plan for Exit 17 could detract from the designated growth center at Severance Corners. *The town plan targets the Exit 17 area for growth only after the Severance Corners growth center is built out. There is no existing sewer service at Exit 17. A recent study indicated that provision of necessary sewer, water, and transportation networks to support the mixed-use compact growth that zoning defines for Exit 17 would be exorbitant and not likely to occur within the foreseeable future.*
- If developers do not take advantage of density bonuses, the actual density may not be much higher in the growth center than in other parts of the town. Since the growth center is not the only receiving area in the TDR program, the incentive may be diluted. Furthermore the town's incentives in the growth center may be undermined by Act 250 requirements for off-site mitigation for any impacts to agricultural soils in the growth center regardless of any development rights that may have been purchased on farm land. *Development in the growth center is eligible for double the bonus densities available in other receiving areas and with the other incentives available for development in the growth center will tip the balance to favoring use of the TDR bonuses in the growth center.*

The incentive based tools - including TDRs and density bonuses - are still in the development stage, so their ability to direct smart growth development will not be known for some time. Understanding that Colchester has made the effort to lead at least 51% of development to the growth center over the next 20 years, but that the results of this effort is not certain, the Board believes that reporting on progress at less than the 5-year renewal period is an appropriate way to move forward with the growth center designation.

2014 STATUS. It remains accurate that Colchester is actively working to promote smart growth development within the Growth Center and to protect rural character in outlying areas of town. During the past five years, the town has revised its regulatory tools in response to changing market conditions and feedback from various stakeholders, including the discussion and findings associated with the Growth Center planning and approval process.

The zoning at Severance Corners that was in place when the Growth Center was approved has been replaced in its entirety by a form based code (FBC). The FBC eliminates the maximum density, requires multi-story buildings, eliminates minimum parking requirements, and establishes architectural standards for new buildings and design standards for new parking lots.

The Transfer of Development Rights (TDR) program Colchester envisioned establishing when the Growth Center was approved has not been possible to implement given market conditions over the past 5 years. A viable TDR program would require a level of growth pressure that currently does not exist in Colchester. Seeing that TDRs were not going to be effective at this time, the town rezoned the Agricultural Mixed Use district to incorporate fixed area based zoning, which requires new residential lots to be between ½ and 1 acre in area in order conserve open space and working lands.

2019 STATUS. The zoning remains as per 2014. The Exit 17 area, noted in previous plans as a future growth center, is now noted as a village area in the 2019 Town Plan. Priority in the Town Plan has been placed upon the Growth Center and infill development. The following is an excerpt from the draft 2019 Town Plan, Lands of Colchester Chapter:

“Severance Corners is located at the center of our vast town at the intersection of Roosevelt Highway and Blakely/Severance Roads. As the Town’s designated growth center, Severance Corners is the focal point for the community’s growth during the term of this plan and the long term. The area is served by both municipal fee based water and fee based sewer. Properties outside the growth center are low and rural density zoning districts. The Town adopted General Development Three, form-based-zoning for this area, to promote a dense, mixed use village type development pattern suited for its planned growth center future land use designation. The area is intended to contain pedestrian amenities and connectivity, community space, and access to public transportation.”

Rural land preservation efforts have been successful in recent years with the preservation of the Thibault and Fitzgerald Farms in the Malletts Bay Ave. / Shipman Hill area and the preservation of additional wetland and wildlife areas north of the Village along Roosevelt Highway. The 2019 Town Plan also calls for the revamping of

the Town's Open Space Plan to reevaluate tools for conservation including forestry blocks and wildlife habitat. Colchester has also begun work with the Intervale Center to assist farmers with succession planning and adaptive reuse and the U.S. Small Business Development Center for business planning. In 2016, Colchester began a series of agricultural forums with rural land owners and farmers to identify issues and challenges within the area. These outreach sessions will continue as well as one-on-one meetings with farmers to assist them in adapting to new markets, economic barriers, and new opportunities.

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5. The proposed growth center 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 (24 V.S.A. § 2791(12)(B)(i)).

The proposed growth center is planned to support a diversity of viable businesses in downtowns and villages (24 V.S.A. § 2791(13)(G)).

The proposed growth center is planned to provide for housing that meets the needs of a diversity of social and income groups in each community (24 V.S.A. § 2791(13)(H)).

FINDINGS OF FACT. Residential units can range from single-family homes, to multi-family dwellings to boarding houses and temporary homes.

The application discusses the housing options that both the Town Plan and the regulations attract within the proposed growth center. These include density bonuses for affordable housing, senior housing and congregate housing. The dwelling units within the new town center-typical of what will be found throughout the growth center-are within a price range that meet the state's definition of affordable housing for Chittenden County (affordable to households earning between \$38,000 to \$87,000 per year).

2014 STATUS. It remains accurate that Colchester is actively working to promote mixed-use development, including affordable housing, within the Growth Center. The 2013 form-based code for Severance Corners expands the range of uses allowed in the Growth Center in conjunction with architectural standards to ensure compatibility. The housing constructed at Severance Corners during the past five years is a mix of rental apartments and ownership condominiums – the majority of which qualify as affordable housing under the state's definition.

2019 STATUS. Since 2014, the consistency of the Growth Center has remained a mix of owned and rental units that are relatively affordable. These units have been smaller and more affordable than much of Colchester's existing housing stock and have had a substantial impact on making Colchester a more affordable community especially for work force housing.

Local Housing Affordability						
	HUD Incomes (MSA)		Affordable Price		% Listed Properties	
	2011	2018	2011	2018	2011	2018
Median Family (4-person)	\$75,500	\$93,000	\$254,000	\$295,000	59.2%	70.0%
Moderate (120%)	\$90,840	\$111,600	\$305,000	\$355,000	75.0%	83.3%
Low (80%)	\$60,550	\$74,400	\$202,500	\$234,500	32.5%	45.6%
Very Low (50%)	\$37,850	\$46,500	\$126,000	\$146,500	12.9%	14.7%
1-person (70% MFI)	\$52,990	\$65,100	\$176,500	\$206,500	22.3%	31.9%
2-person (80% MFI)	\$60,560	\$74,400	\$202,500	\$234,500	32.5%	45.6%

Note: Affordable prices based upon VHFA Assumptions: 5% down payment; average interest rates, property taxes, insurance premiums and closing costs; no more than 30% of household income spent on housing expenses. Listed properties are from Colchester Assessor data.

MSA = Metropolitan Statistical Area from the U.S. Dept. of Housing and Urban Dev.

MFI = Median Family Income

The enclosed plan shows the location of a variety of commercial uses including office and services. Some industrial is allowed within Severance Corners but none is yet present. Also shown on the enclosed plan is the green area with both civic and recreational uses. At the time of drafting, survey efforts are underway to determine the best recreational uses to offer at Severance Corners. The Town will utilize the green area for recreational offerings as well as continue to work with the State of Vermont to construct multi-use paths to serve the area as part of the Severance Corners Intersection project (currently under engineering with the State of Vermont slated to be constructed in fiscal year 2020).

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6. The applicant has adopted a capital budget and program in accordance with 24 V.S.A. § 4426 and the existing and planned infrastructure is adequate to implement the growth center (24 V.S.A. § 2793c(e)(1)(E)).

The proposed growth center is planned to balance growth with the availability of economic and efficient public utilities and services (24 V.S.A. § 2791(13)(F)).

FINDINGS OF FACT. The application includes Colchester's 2008-2010 Capital Improvement Plan, which focuses on transportation improvements, though none of those improvements are in the proposed growth center. This is not the only tool that the town uses for infrastructure improvements within the growth center. There is also the MOU between the town and the major developers of the properties within the growth center, signed in July 2007, covering specifically transportation improvements within the growth center. The MOU included in the application is general in its identification of responsibilities, but has been supplemented by a 4/7/09 memo by the town presenting an outline for how bike and pedestrian improvements will be implemented over the next 20 years.

The town also has an Official Map, but the level of detail is not sufficient to focus on planned public infrastructure within the growth center. The town plans on refining the MOU and using that as the main tool for future improvements, instead of revising the Official Map.

As stated above, public sewer and water is currently available within the growth center. The developers will pay for extensions and hook-ups. In terms of wastewater capacity, additional capacity needed by the growth center by 2011 will be supplied by expansion of South Burlington's treatment plant. The application stated that construction was expected to start in the spring of 2009. The applicant clarified and ANR concurred, that a fall 2009 or spring 2010 construction date was more likely, which still meets the town's needs for having the additional capacity by 2011. The applicant also explained at the PCG meeting that there is no prioritization for the new allocation between Exit 16 and the growth center, but since Exit 16 is mostly built out, in reality the growth center will receive most if not all of this allocation.

2014 STATUS. Colchester continues to maintain a current Capital Improvement Plan (CIP) and an Official Map. There have not been any changes to those documents that relate directly to the Growth Center since 2009. Plans for transportation improvements at Severance Corners have evolved considerably during the past five years. As a result, the anticipated timing of those improvements remains beyond the horizon of the CIP. Colchester applied for and received a tax increment financing (TIF) district for the growth center in 2010. The town had sought the TIF district primarily to fund the transportation improvements at Severance Corners. The state's decision to pursue alternatives to the Circ has changed the timing and potential funding for those improvements from what was anticipated in 2009. The current status of the transportation improvements at Severance Corners is discussed in greater detail below.

Capacity from the expanded wastewater treatment plant became available in 2013. Colchester is in the process of updating its sewer allocation ordinance, which will dedicate the majority of the additional capacity (approximately 200,000 gallons per day) to the growth center.

2019 STATUS. The Severance Corners Intersection Improvement, a VTrans project, is noted in the current CIP (enclosed) as being completed in fiscal year 2022. This project will construct pedestrian crossings as well as sidewalks and multi-use paths around the intersection linking back to existing sidewalks within the Growth Center. As a condition of approval for the most recent building within the New Town Center, the developer must install cinder path trails along some of these corridors and maintain them until the State constructs the full improvements. The developer was originally responsible for the construction of these improvements however the VTrans project had relieved them of this liability and subsequently pushed back construction. The work on the new building has begun and is expected to be completed within the year. The VTrans improvements also include accommodations for Green Mountain Transit pull offs and shelters. There are substantial internal sidewalks within the existing development. The Official Map shows the civic use of the Severance Green as well as external linkages of the Growth Center back to the Town's path network. The external linkages are longer term than the five year CIP and shown instead in the Town's Sidewalk Priority Plan. These linkages are shown on the Town's Official Map (enclosed) and may be built as development occurs along its path as well as part of a more formal capital program at a

later date. It should be noted that the CIP is proposed to be amended in March 2019 to include the gazebo replacement (warned amendment enclosed).

7. The proposed growth center 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 (24 V.S.A. § 2791(12)(B)(ii)).
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FINDINGS OF FACT. Most of the town's civic buildings are already located outside of the proposed growth center. Because of Colchester's traditional pattern of development over the years, growing in separate nodes of development including the Village, Malletts Bay area and Exit 16 off I-89, the town's civic functions and other public spaces are also scattered throughout the town. However, Colchester will also locate several civic functions within the growth center (a satellite library and office space for their economic development department and the local chamber of commerce). There will also be community spaces, such as public greens, gazebos, recreation pathways, play areas, and open air markets, incorporated into the three approved developments within the growth center.

2014 STATUS. It remains accurate that community functions, spaces and amenities will be provided within the Growth Center. The current Severance Corners development is organized around a central green with a gazebo. The conceptual plans for future development within the growth center envision extending that green across Blakely Road. There is also playground within the development. One of the original tenants in the New Town Center is a daycare center. The approved plans for the Sunderland development (across Route 7 from the New Town Center) include a farmers' market.

2019 STATUS. The Town Center now has two playgrounds, an information center, a gazebo and a pavilion to be constructed within the next year. Multi-use paths are also planned both within the Growth Center as well as to connect it to the Town's existing recreation path trunk line. The Town is working with the owner of the gazebo and green to transfer it to Town ownership. This transfer is expected to be completed in time for the June Downtown Board meeting and was only forestalled by the need to subdivide it out from the parent parcel. The developments planned for the other quadrants will have recreational amenities and other public spaces.

8. The proposed growth center 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 (24 V.S.A. § 2791(12)(B)(iii)).

The proposed growth center will result in a settlement pattern that, at full build-out, is not characterized by linear development along well-traveled roads and highways that lacks depth, as measured from the highway (24 V.S.A. § 2791(13)(1)(v)).

FINDINGS OF FACT. There are several focal points within the growth center including central greens within the individual PUDs. Sunderland Corners PUD will include a clock tower, which will provide a visual focal point. All these areas are open to the general public. The proposed roundabout for the intersection of Route 7 with Blakely Road and Severance Road will provide a central focus that will help integrate the separate PUDs into a single growth center, especially if a compact streetscape around that intersection

is built as planned. This central focus would help draw together the separate areas of the growth center, so this could be a key element. While VTrans has no plans at the moment to design or construct the roundabout, the town and developers are looking to include some local responsibility for it in their MOU, including financing mechanisms.

2014 STATUS. As described above, the first phase of development within the Growth Center is organized around a central green. The form-based code will make further infill development fronting on the intersection of Route 7, Blakely Road and Severance Road possible. As part of the visioning associated with development of the FBC, a 3D model was developed illustrating that desired development pattern and that was used to help calibrate the code.

2019 STATUS. The Severance Corners green is a focal point of the New Town Center and Growth Center. With the Town gaining ownership of the green, there are now options for civic events and recreational programming. The Town is currently undertaking a survey of residents at Severance Corners. The results of this survey will be available for the June Downtown Board meeting and used by the Town to propose recreational programming and possibly an event for the fall (summer recreation brochure has already been published). Plans under development on the other quadrants of the Growth Center also employ similar features such as a pocket park with clock tower, a farmers market pavilion, and a natural area with paths. The Growth Center continues to have the highest levels of density within the community and will continue to evolve on the four quadrants surrounding the Severance Corners intersection separated from other neighborhoods by a preserved farm and a natural area.

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9. The proposed growth center 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 (24 V.S.A. § 2791(12)(B)(v)).

The proposed growth center is planned to enable choice in modes of transportation (24 V.S.A. § 2791(13)(C)).

The proposed growth center will result in a settlement pattern that, at full build-out, is not characterized by development that limits transportation options, especially for pedestrians (24 V.S.A. § 2791(13)(1)(ii)).

FINDINGS OF FACT. Several transportation-related issues were identified during the designation review process. One concerned proposed transit as described in the application (the plans for transit described in this section were terminated after the application was submitted). This plan was supplemented by a 4/7/09 memo from the town describing Colchester's efforts to date in bringing transit to the growth center. The memo outlines how it will approach joining with CCTA over the next five years, including a survey of town-wide demand, continued discussions with CCTA and a more energetic education effort to build public support.

Public transit is a requirement of growth center designation. Because the growth center is still under development the Board will condition designation approval on the town submitting a transit plan in keeping with PCG recommendations within 24 months of this approval. The PCG recommended submission of a plan and implementation

timetable for establishing a meaningful public transit system serving the growth center that is interconnected with the regional system.

Another issue that came up was the proposed sidewalks/bike paths. Developers are financially responsible for sections within their developments, but public connections between developments will be covered under the evolving MOU that shares responsibility between the developers and the town. It was noted that the sidewalks and path alignments shown on the map on page 9-3 are conceptual (except those that are part of an approved development project), and the ones shown in state highway ROW (along Route 7 and the Circ) have not yet been agreed to by VTrans, which has recommended that the town to put these paths on developer land, not in state highway ROW. One of the challenges of this application is that the growth center is affiliated with a developing New Town Center and not an already developed downtown. Thus much of the infrastructure is not already in place. The applicant has provided a schedule for implementing these improvements in a 4/7/09 memo.

Because measures to implement the pedestrian and bicycle interconnections are dependent on development occurring in the area, the Board will condition designation approval on submission of an update report on progress in implementing the improvements described in the April 7, 2009 memo on Bike and Pedestrian Improvements. The report shall be submitted within 24 months of this approval.

2014 STATUS. Colchester has made progress with regard to planning for transit, and bicycle and pedestrian connections since 2009. The state's decision to abandon plans for the Circ highway in 2011 has resulted in changes to the envisioned scope, timing and funding of transportation improvements within the growth center.

Colchester signed a three-year agreement with CCTA for a pilot project to provide transit along the Route 7 corridor, which will include service to the Severance Corners Growth Center in 2013. That service will commence on 1 July 2014. The pilot project will provide an opportunity to build ridership and demonstrate the demand for transit service in Colchester.

Since approval of the growth center in 2009, Colchester and VTrans have selected a preferred alternative for the Route 7, Blakely Road and Severance Road intersection. A widening of the intersection with turning lanes was ultimately selected (at the time of the growth center application, a roundabout was being considered). The intersection is now going to be fully funded as a Phase II Circ Alternative project. In FY 2014, \$250,000 will be spent on engineering and right-of-way acquisition.

The development within the New Town Center has built an internal sidewalk network. The sidewalk network has not yet been extended along Route 7, Blakely Road and Severance Road. The plans and MOU for pedestrian and bicycle facilities within the Growth Center remain in place, as do the conceptual plans to link the Growth Center with other areas of Colchester via the town's multi-use path system. It is currently envisioned that work on the sidewalk and path infrastructure around the main roads will commence with work on the intersection. It has not made sense to build sidewalks along Route 7 or Blakely Road before the plans for the intersection were final.

Given that federal and state funding has been secured for the intersection project, Colchester is currently exploring alternative uses for the funding that could be generated from the TIF district. One potential use would be the linkages to the town's path system within the Growth Center, along with related public improvements such as landscaping and pedestrian and bicycle amenities.

2019 STATUS. The anticipated fiscal year 2022 VTrans improvements to the intersection will include bus stops, formalized crossing, and sidewalks and multiuse paths connecting the developments to each other. While these pedestrian improvements were originally the responsibility of the developers, the VTrans project has assumed responsibility for completion. In the interim, the developers will be required to install and maintain cinder paths in these locations over the next year to offer interim connections of existing infrastructure. Colchester continues to maintain a three year contract with Green Mountain Transit (formally CCTA). Six stops a day connect the Growth Center to Burlington and Milton as well as points within Colchester in between (enclosed route map).

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

The approved plan and the implementing bylaws 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)).

The proposed growth center is planned to protect the state's important environmental, natural and historic features, including natural areas, water quality, scenic resources, and historic sites and districts (24 V.S.A. § 2791(13)(D)).

FINDINGS OF FACT. The application identifies natural resources within and outside the growth center. Most of the important resources within the growth center lie in the southwest quadrant, south of the Circ ROW. Responding to PCG concerns and specifically those of the Agency of Natural Resources about these sensitive natural areas within the Growth Center, the town submitted a revised growth center boundary entirely eliminating parcels 29 and 30 and including just a narrow portion at the northern line of parcel 13 closest to the Sunderland Comers development. By excluding those areas from the growth center, the Board's concerns about impacts on natural resources within the growth center are satisfied.

Colchester has mechanisms in place to help protect resources outside the growth center. Colchester's Open Space Plan includes specific recommendations for natural resource protection. The town's regulations also help protect important resources through applying site plan, conditional use, PUD and subdivision standards as well as through designated sending areas in the new TDR program. Colchester has a Historic Preservation overlay district to help protect historic resources.

2014 STATUS. It remains accurate that Colchester has mechanisms in place to protect natural and historic resources outside the Growth Center. These have not changed significantly since 2009. As described above, Colchester has enacted fixed area zoning to maintain working farmland and open space within the Agricultural Mixed Use district.

2019 STATUS. These statements remain accurate. Colchester has adopted additional environmental standards including new stormwater regulations, State Shoreland Delegation in 2015, and in 2016 we received FEMA's highest CRS rating in the Vermont. In 2018 a unified development bylaw was adopted to more holistically look at planned unit developments by combining the zoning and subdivision bylaws.

11. The most recently adopted guidelines of the Secretary of Agriculture, Food and Markets have been used to identify areas proposed for agriculture and the proposed growth center has been designed to avoid the conversion of primary agricultural soils, wherever possible (24 V.S.A. § 2793c(e)(1)(C)).

The proposed growth center serves to strengthen agricultural and forest industries and is planned to minimize conflicts of development with these industries (24 V.S.A. § 2791(13)(E)).

The proposed growth center will result in a settlement pattern that, at full build-out, is not characterized by the fragmentation of farm and forest land (24 V.S.A. § 2791(13)(1)(iii)).

FINDINGS OF FACT. The application identifies 174 acres of primary agricultural soils within the growth center. Fifty of these acres have already been impacted or lie within the Circ ROW. Other portions of prime ag soil lie within lots 13, 29 and 30. The 174 acres represents less than 1.5% of the total acreage of primary agricultural soils in the town.

The application describes how the town plan and bylaws support protection of primary agricultural soils outside the proposed growth center and what primary agricultural soils have already been conserved. Mechanisms that the town employs to conserve agricultural lands include their Open Space Plan, their Agricultural Zoning District (minimum requirement of 25 acres per dwelling unit), their proposed TDR program (where farmland would be the sending areas) and partnering with the Vermont Land Trust. The Agency of Agriculture believes the Colchester application has adequately addressed agricultural soils as a resource.

2014 STATUS. It remains accurate that Colchester has mechanisms in place to protect agricultural soils and agricultural activities outside the Growth Center. These have not changed significantly since 2009. As described above, Colchester has enacted fixed area zoning within the Agricultural Mixed Use district to minimize fragmentation of farmland.

2019 STATUS. This information remains accurate. Colchester has partnered with the Intervale Center to assist farmers and conducted forums of its own with the agricultural community to identify needs. In the intervening years, the Thibault and Fitzgerald Farms in the Malletts Bay Ave. / Shipman Hill area have occurred as well as the preservation of additional wetland and wildlife areas north of the Village along Roosevelt Highway. The 2019 Town Plan also calls for the revamping of the Town's Open Space Plan to reevaluate tools for further conservation and sustaining the agricultural community. Colchester has also worked with the Champlain Valley Farmers Coalition on developing a model for educational outreach to school age children to educate them on farming and also as a career choice. This model will be used in other communities.

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12. The applicant has a regionally confirmed planning process and an approved municipal plan. The approved plan contains provisions that are appropriate to implement the designated growth center proposal. 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)).

The proposed growth center is planned to reinforce the purposes of 10 V.S.A. Chapter 151. The proposed growth center is planned in accordance with the planning and development goals under 24 V.S.A. § 4302 (24 V.S.A. § 2791(12)(B)(vii) and (viii)).

FINDINGS OF FACT. The Chittenden County Regional Planning Commission approved Colchester's 2007 municipal plan and planning process on June 25, 2007. The Plan contains provisions that support the growth center. The town's zoning bylaws were last amended in September 2008, and their subdivision regulations were last amended in July 2008 to conform to the Plan's land use policies and further implement the growth center. The town planning process and the growth center support the goals of 10 VSA Chapter 151 and the goals under 24 VSA § 4302.

2014 STATUS. Colchester has a currently adopted and regionally approved plan. The town plan was re-adopted in 2011, but that was a re-adoption of the prior plan to provide Colchester with more time to complete a major update of the plan. That new plan is currently moving through the adoption process. A number of updates, several of which have been described above, have been made to Colchester's zoning and subdivision regulations since 2009.

2019 STATUS. The 2019 Town Plan has been warned for public hearings in March 2019 with possible adoption on March 26th before the June Downtown Board meeting. The duly adopted and confirmed 2014 Town Plan, adopted April 9, 2014, is still in effect. The form based code adopted in 2014 is still in effect as well.

115 Dwelling Units Built in Growth Center Since 2014

- ★ Single Dwelling Unit
- Multiple Dwelling Units
- Growth Center



Colchester Residential Development 2014 - 2018

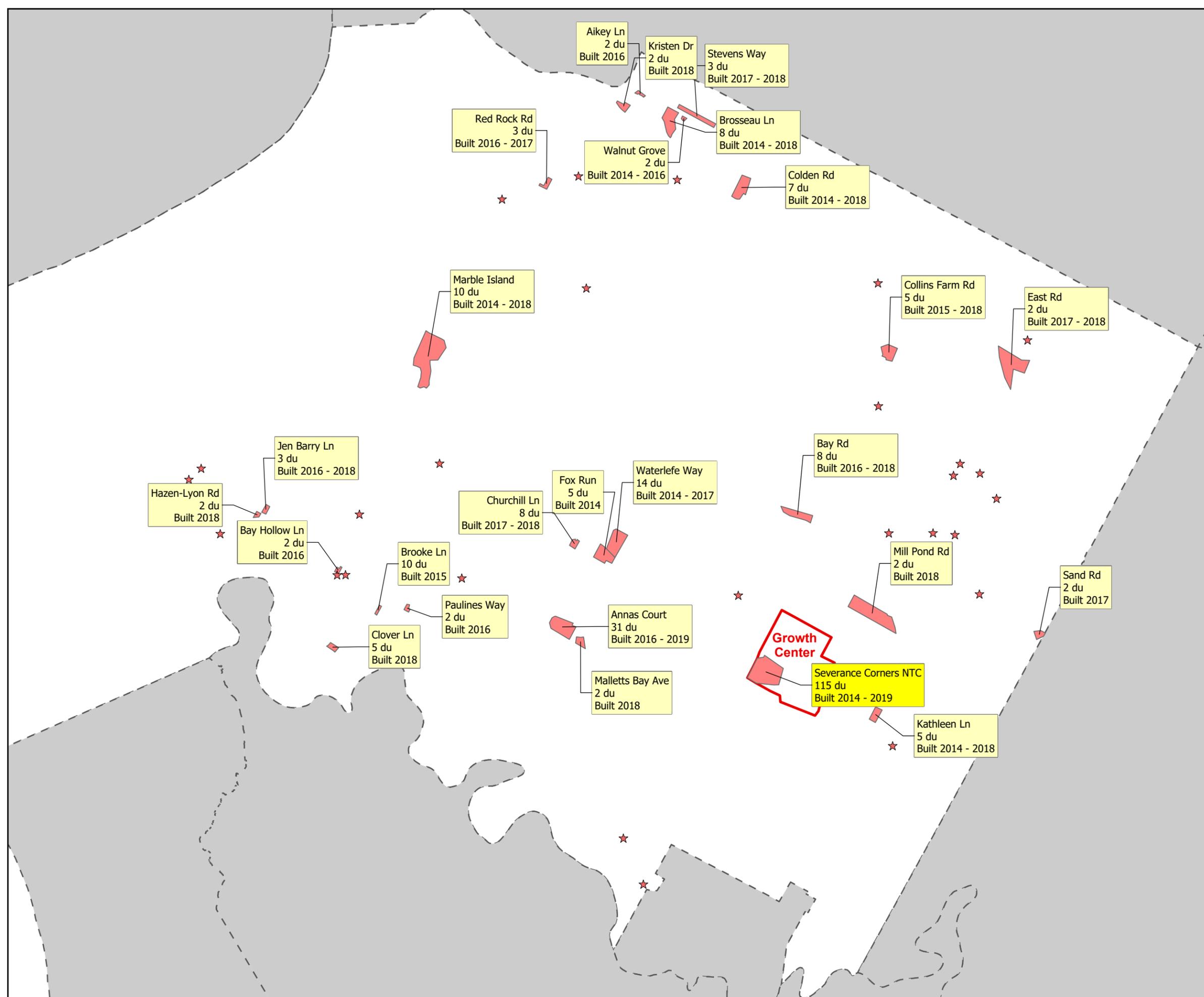
287 Total Dwelling Units

115 Dwelling Units within the Growth Center
172 Dwelling Units outside the Growth Center

110 Single-Family homes
177 Dwelling Units in multi-family buildings

Source:
Development information provided by Town of Colchester,
mapped by CCRPC, 3/2019.

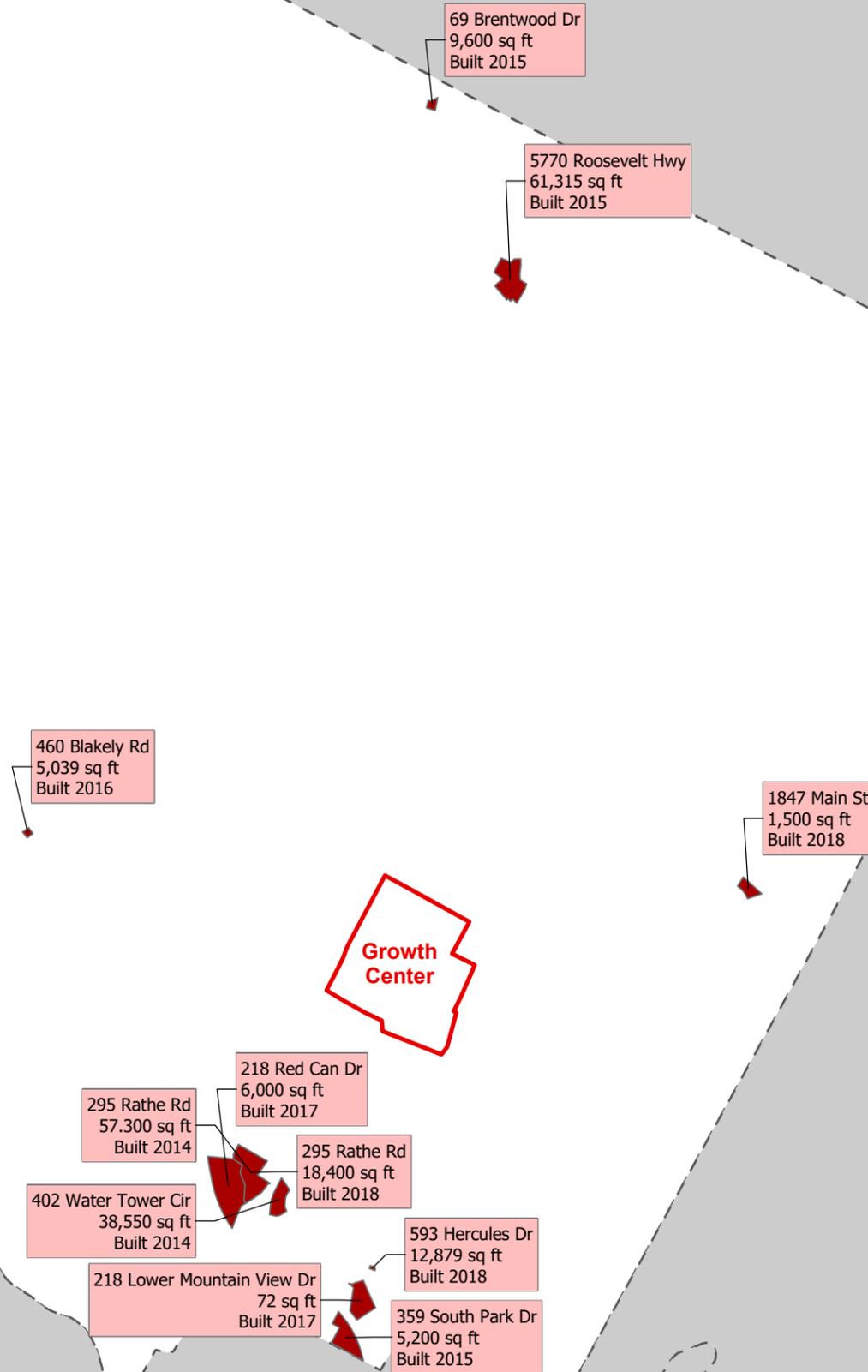
Disclaimer:
The accuracy of information presented is determined by
its sources. Errors and omissions may exist. The Chittenden
County Regional Planning Commission is not responsible
for these. Questions of on-the-ground location can be
resolved by site inspections and/or surveys by a registered
surveyor. This map is not sufficient for delineation of features
on-the-ground. This map identifies the presence of features,
and may indicate relationships between features, but is not
a replacement for surveyed information or engineering studies.



215,855 Sq. Ft. of Nonresidential Space Built Since 2014

Legend

-  New Nonresidential Space
-  Growth Center



Source:
Development information provided by Town of Colchester,
mapped by CCRPC, 3/2019.

Disclaimer:
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and may indicate relationships between features, but is not
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Memo To: Colchester Selectboard
Colchester Planning Commission
Colchester Town Clerk
Chittenden County Regional Planning Commission
Chief Allen, Glen Cuttitta, Kelly Tomaseski, Bryan Osborne, Warner Rackley,
Melaney MacKay, Chief Crady, Chief Cannon, Sarah Hadd, Geoff Urbanik

From: Aaron Frank, Colchester Town Manager

Date: December 11, 2018

Re: Colchester FY 2020-25 Capital Budget Program

This correspondence is a letter of transmittal of a draft of the Town of Colchester's Capital Budget Program for Fiscal Years 2020-25 per Title 24, Chapter 117, Sections 4430, 4440 and 4443; and Section 602 of the Town of Colchester's Charter. The Selectboard has reviewed a draft of this document at their meeting of December 11, 2018 and warned a public hearing on January 22, 2019 at 6:30 p.m. at the Colchester Town Offices, 781 Blakely Road, Outer Bay Conference Room, 3rd floor.

The FY 2020-25 CBP is an important tool for the future planning, construction and provision of infrastructure improvements in support of the community. Colchester plays host to other districts, utilities and fire protection services and this plan has also been submitted to these entities with a request to review our plans and coordinate the timing of improvements that may be contemplated by them. This coordination will serve not only to avoid situations where new pavement might be torn up and a new utility improvement being put in after a major improvement, but can also assist all of us in minimizing rate spikes for our tax payers.

We value your consideration and input on this draft document and would appreciate comments either before or at the January 22nd public hearing so as to inform the Selectboard of any suggested changes prior to their finalizing the draft budget, program and plan.

Sincerely,

Aaron Frank
Town Manager

Town of Colchester

FY20-FY25 Capital Budget Program

EXECUTIVE SUMMARY

The Five Year Capital Budget Program, (CBP), is a multi-year planning tool used to identify and plan for the Town's capital needs. The CBP consists of a capital budget which lists and describes the capital projects to be undertaken during the coming fiscal year, and a capital program which is a plan of capital projects proposed to be undertaken during each of the following five years.

The plan is dynamic in nature and will change from year to year as priorities, needs and funding change. The CBP is a guide for the consideration, selection and development of infrastructure projects such as roads, sidewalks, bike paths, storm drains, sewers, buildings, parks, the acquisition of rolling stock equipment, public safety equipment, computers, copiers and other major office equipment, and communications equipment necessary to provide critical services to the community.

The CBP utilizes a variety of funding sources as authorized by voters or the Town's Selectboard, as well as state and federal grants. The majority of the funding contained within the CBP is from the Town's voter approved multi-year reserve funds. The CBP, or its amendment or repeal, shall be adopted or rejected annually by an act of the Selectboard in accordance with 24 VSA, Chapter 117, §4443.

The Capital Budget Program also serves as a tool to review and authorize spending authority. Since funding is provided through multi-year voter approved capital plans, spending authority does not take place through the annual operating budget approval process. The Capital Budget Program has projects spanning multiple fiscal years that can have planned and unplanned delays.

Spending authority is granted when the Selectboard adopts the Capital Budget Program following a public hearing and consultation with the Planning Commission. Spending authority is for the FY20 Capital Budget, and such authority extends until the project is completed.

FY18 Expenditures

Within the prior capital budget year, a total of 38 capital projects or equipment acquisitions were completed, totaling \$1,867,186 in spending. State and federal grants, private funding, and development impacts fees funded \$862,628 of these expenditures, or approximately 46%. Please see Table 1 for a list of projects completed in FY18.

FY19 Current Capital Budget

The current FY19 Capital Budget contains 46 capital projects totaling \$3,347,601 in spending. Approximately 20% or \$677,696 is expected to come from state and federal grants. The remaining \$2,669,905 will be funded by local property tax dollars from voter approved capital plans. A list of the proposed FY19 expenditures is contained within Table 2 of the CBP.

FY20 Proposed Capital Budget

The proposed FY20 Capital Budget contains 48 capital projects totaling \$2,401,299 in spending. Approximately 44% or \$1,062,331 is expected to come from state and federal grants. The remaining \$1,338,968 will be funded by local property tax dollars from voter approved capital plans. A detailed account of the proposed FY20 expenditures is contained within Section 3 of the CBP.

FY21-FY25 Proposed Capital Program

The 5 year capital program contains a total of \$5,134,888 in spending. Approximately 42% or \$2,146,375 is expected to come from state and federal grants, as well as development impact fees. The remaining \$2,988,513 will be funded by local property tax dollars from voter approved capital plans. A summary of future spending is presented in Table 3, and is further outlined in Section 3 of the CBP.

Project Candidate List

Section 4 of the CBP contains the Project Candidate List. These projects, or types of projects, have been deemed eligible for inclusion in the Capital Budget Program by the Colchester Selectboard. A project is considered eligible when the Selectboard determines that the nature of the project is consistent with the purpose and intent of the planned funding source as approved by voters or otherwise required by law. Through prior assessments associated with the development of the 5 year CBP, over \$112 million in unfunded infrastructure needs have been identified. The unfunded capital needs and/or projects are conceptually identified within the candidate list to be funded with local option tax revenues if approved by voters, or other funding sources such as grants or donations.

SECTION 1 - Administrative

1.01 Introduction

The five year Capital Budget Program, (CBP), is a multi-year planning tool used to identify and plan for the Town's capital needs. The CBP is a means to identify, schedule and track capital projects or acquisitions and provide the Selectboard and staff with the necessary information to determine priorities and assign available resources to these priorities. The CBP consists of a capital budget, which lists and describes the capital projects to be undertaken during the coming fiscal year, the estimated cost of those projects, and the proposed method of financing. The CBP also includes a capital program which is a plan of capital projects proposed to be undertaken during each of the following five years, the estimated cost of those projects, and the proposed method of financing. Funding authorization for the capital program is accomplished by separate actions in the form of multi-year, voter approved capital plans, voter approved financing agreements, voter approved debt, or impact fees adopted in accordance with 24 VSA Chapter 131. The capital budget and program, or its amendment or repeal, shall be adopted or rejected annually by an act of the legislative body of the municipality in accordance with 24 VSA, Chapter 117, §4443 and the Town's voter approved multi-year reserve funds.

The plan is dynamic in nature and will change from year to year as priorities, needs and funding change. The CBP is a guide for the consideration, selection and development of roads, sidewalks, bike paths, storm drains, sewers, buildings, parks, rolling stock equipment, public safety equipment, computers, copiers and other major office equipment, and communications equipment necessary to provide critical services to the community. The projects and acquisitions include significant maintenance and replacement of existing infrastructure, facilities, and equipment, and the construction of new infrastructure, facilities or equipment acquisitions. A variety of funding sources are used, including multi-year, voter approved capital plans, voter approved financing agreements, voter approved debt, voter approved reserve funds, impact fees adopted in accordance with 24 VSA Chapter 131, Local Option Tax revenues as approved by voters, and state and federal grants.

1.02 Legal Authority

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 2, Municipal Planning Commission, § 4325, Powers and duties of Planning Commission

Any planning commission created under this chapter may;

(6) Prepare and present a recommended capital budget and program for a period of five years, as set forth under section 4440 of this title, for action by the legislative body, as set forth under section 4443 of this title.

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 9, Adoption, Administration, and Enforcement, § 4440, Administration; Finance

- (a) Appropriations may be made by any municipality to finance the work of planning commissions, regional planning commissions, administrative officers, appropriate municipal panels, and other officials in the preparation, adoption, administration, and enforcement of development plans and supporting plans, bylaws, capital budgets and programs, and other regulatory and non-regulatory efforts to implement the municipal plan, and to support or oppose, upon appeal to the courts, decisions of an appropriate municipal panel. For these same purposes, any municipality may accept gifts and grants of money and services from private sources and from the state and federal governments.

1.03 Other Legal Requirements

VSA, Title 24, Chapter 131, Impact Fees, § 5203, Procedure

- (a) A municipality may levy an impact fee on any new development within its borders provided that it has:
 - (1) been confirmed under section 4350 of this title and, after July 1, 1991, adopted a capital budget and program pursuant to chapter 117 of this title.

1.04 Capital Budget Program Description

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 8, Non-regulatory Implementation of the Municipal Plan, § 4430, Capital Budget Program

- (a) A capital budget shall list and describe the capital projects to be undertaken during the coming fiscal year, the estimated cost of those projects, and the proposed method of financing. A capital program is a plan of capital projects proposed to be undertaken during each of the following five years, the estimated cost of those projects, and the proposed method of financing. A capital project is any one or more of the following:
 - a. Any physical betterment or improvement, including furnishings, machinery, apparatus, or equipment for the physical betterment or improvement when first constructed or acquired.
 - b. Any preliminary studies and surveys relating to any physical betterment or improvement.
 - c. Land or rights in land.
 - d. Any combination of subdivisions (1), (2), and (3) of this subsection.
- (b) The capital budget and program shall be arranged to indicate the order of priority of each capital project and to state for each project all of the following:
 - (1) A description of the proposed project and the estimated total cost of the project.
 - (2) The proposed method of financing, indicating the amount proposed to be financed by direct budgetary appropriation of duly established reserve funds; the amount, if any,

- to be financed by impact fees; and the amount to be financed by the issuance of obligations, showing the proposed type or types of obligations, together with the period of probable usefulness for which they are proposed to be issued.
- (3) An estimate of the effect, if any, upon operating costs of the municipality.
- (c) The Planning Commission may submit recommendations annually to the legislative body for the capital budget and program that shall be in conformance with the municipal plan.

1.05 Definition of Capital Project

For purposes of the CBP, a capital project is defined as any one or more of the following as per Title 24, Chapter 117, §4430:

- a. Any physical betterment or improvement, including furnishings, machinery, apparatus, or equipment for the physical betterment or improvement when first constructed or acquired.
- b. Any preliminary studies and surveys relating to any physical betterment or improvement.
- c. Land or rights in land.
- d. Any combination of subdivisions (1), (2), and (3) of this subsection.

1.06 Adoption of Capital Budget Program

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 9, Adoption, Administration, and Enforcement, § 4443, Adoption, amendment, or repeal of capital budget and program

- (a) Notwithstanding any other provision of this chapter, a capital budget and program may be adopted, amended, or repealed by the legislative body of a municipality following one or more public hearings, upon public notice, if a utility and facilities plan as described in subdivision 4382(a)(4) of this title has been adopted by the legislative body in accordance with sections 4384 and 4385 of this title. A copy of the proposed capital budget and program shall be filed at least 15 days prior to the final public hearing with the clerk of the municipality and the secretary of the planning commission. The planning commission may submit a report on the proposal to the legislative body prior to the public hearing.
- (b) The capital budget and program, or its amendment or repeal, shall be adopted or rejected by an act of the legislative body of a municipality promptly after the final public hearing held under subsection (a) of this section.

1.07 Capital Budget Program Administrative Changes and Amendments

Administrative Amendments

Administrative amendments may be approved by the managers of each capital plan. These amendments do not require notification and/or approval by the Selectboard. Administrative amendments include;

- The reduction in cost of a previously approved project.
- The removal or deferral of previously approved projects.
- The addition of eligible projects as defined in Section 5.0 of the Capital Budget Program that are; 1) less than \$10,000, and 2) do not exceed the amounts available within the capital plan or funding program for the budget year.

Minor Amendments

Minor amendments may be approved by the Town Manager with notification provided to the Selectboard. Minor amendments include:

- Increasing the cost of a previously approved project by no greater than 33%, where the increase does not exceed the amounts available within the capital plan or funding program for the budget year.
- The addition of eligible projects as defined in Section 5.0 of the Capital Budget Program that are; 1) greater than \$10,000, and 2) do not exceed the amounts available within the capital plan or funding program for the budget year.

Major Amendments

Major amendments must be approved by the Selectboard prior to the expenditure of capital funds. Major amendments include;

- Increasing a project cost by more than 33% of the previously authorized budget amount, or that exceeds the amounts available within the capital plan or funding program for the budget year.
- The addition of eligible projects as defined in Section 5.0 of the Capital Budget Program that exceeds the amounts available within the capital plan or funding program for the budget year.
- The addition of ineligible projects as defined in Section 5.0 of the Capital Budget Program.

SECTION 2 – Prior & Current Year Expenditures

2.01 - FY18 Capital Budget Program Expenditure Summary

Table 1 below summarizes the FY18 expenditures within the Capital Budget Program.

Capital Budget Program FY18 Project Summary	Capital Equipment Program	Capital Facilities Program	Capital Transportation Program	Park Capital Plan	Recreation Acquisition & Development	Technology Reserve Fund	Communication Reserve Fund	Public Safety Capital Program	State & Federal Grants	Project Totals
One Ton Dump Truck	\$ 65,581									\$ 65,581
61" Mower w/ Catcher	\$ 12,744									\$ 12,744
168" Jacobson Mower	\$ 64,189									\$ 64,189
Police Sedan	\$ 24,227									\$ 24,227
Patrol SUV	\$ 43,483									\$ 43,483
Patrol SUV	\$ 43,483									\$ 43,483
Road Mower Tractor	\$ 19,642									\$ 19,642
Asphalt Hot Box	\$ 24,607									\$ 24,607
Tech Unit Ambulance Fitup	\$ 2,959									\$ 2,959
Bayside Activity Center Carpet		\$ 5,000								\$ 5,000
Rescue - Tree removal		\$ 1,400								\$ 1,400
rescue - Window Replacement		\$ 41								\$ 41
Historical Society - Porch rehab		\$ 3,210								\$ 3,210
Town Garage - Electrical upgrades		\$ 530								\$ 530
Town Office - Metasys upgrade		\$ 6,940								\$ 6,940
Town Office - Stairway Treads		\$ 3,237								\$ 3,237
West Lakeshore Drive Bike Path			\$ 25,588						\$ 120,268	\$ 145,856
Fort Ethan Allen Sidewalks			\$ 182,885						\$ 58,191	\$ 241,076
West View Sidewalks			\$ 42,207							\$ 42,207
Mountain View Drive Sidewalks			\$ 54,502						\$ 227,537	\$ 282,039
River Rd Sidewalks			\$ 210							\$ 210
Safety Improvements/Paving			\$ 14,461							\$ 14,461
Safety Improvements/Sidewalk			\$ 27,328							\$ 27,328
Malletts Bay Scoping Project			\$ 35,499						\$ 21,513	\$ 57,012
Laker Lane/Blakely Rd Intersection									\$ 42,455	\$ 42,455
Prim/W Lakeshore Dr Intersection									\$ 155,875	\$ 155,875
Birchwood Drive Paving			\$ 14,782							\$ 14,782
Prim Rd Paving			\$ 55,374							\$ 55,374
Julie Drive Paving			\$ 26,165							\$ 26,165
Parks - Welcome Signs				\$ 40,850						\$ 40,850
Causeway Repairs				\$ 7,282						\$ 7,282
Fort Ethan Allen - Playstructure				\$ 5,441						\$ 5,441
Bayside Park Master Plan				\$ 113,193						\$ 113,193
Village Park Project					\$ 236,789					\$ 236,789
Communications Equipment							\$ 6,195			\$ 6,195
Technology Equipment						\$ 22,323				\$ 22,323
Public Safety Equipment								\$ 9,000		\$ 9,000
Totals	\$ 300,915	\$ 20,358	\$ 479,001	\$ 166,766	\$ 236,789	\$ 22,323	\$ 6,195	\$ 9,000	\$ 625,839	\$ 1,867,186

2.02 - FY19 Capital Budget Program Planned Expenditures Summary

Table 2 below summarizes the planned expenditures for capital plan projects during FY19. These figures reflect any amendments that were approved in accordance with Section 1.07.

Capital Budget Program FY19 Project Summary	Capital Equipment Program	Capital Facilities Program	Capital Transportation Program	Park Capital Plan	Technology Reserve Fund	Communication Reserve Fund	Public Safety Capital Program	State & Federal Grants	Project Totals
Road Grader	\$ 284,444								\$ 284,444
Dump Truck	\$ 154,859								\$ 154,859
Dump Truck	\$ 154,859								\$ 154,859
Tech Unit R4	\$ 33,922								\$ 33,922
1/2 Ton Pickup 4WD	\$ 5,291								\$ 5,291
3/4 Ton 4WD Pickup W/Plow	\$ 5,630								\$ 5,630
Patrol SUV	\$ 40,705								\$ 40,705
Lieutenant (Ops.) SUV	\$ 36,294								\$ 36,294
Rescue - Replace Furnace		\$ 4,500							\$ 4,500
Rescue-Metal door replacement		\$ 2,000							\$ 2,000
Library - Replace AC System		\$ 128,100							\$ 128,100
Village Green -Parking lot		\$ 899							\$ 899
Meeting House- Rear trim		\$ 1,000							\$ 1,000
Historical Society-Roof cleaning		\$ 2,000							\$ 2,000
Town Office-Trim Replacement		\$ 5,000							\$ 5,000
Town Office - Basement Shower		\$ 25,000							\$ 25,000
West Lakeshore Drive Bike Path			\$ 73,667				\$ 258,666		\$ 332,333
Mountain View Drive Sidewalks			\$ 6,937				\$ 20,780		\$ 27,717
Safety Improvements/Paving			\$ 28,940						\$ 28,940
Safety Improvements/Sidewalk			\$ 25,000						\$ 25,000
Prim/W Lakeshore Dr Intersection							\$ 100,000		\$ 100,000
Capital Paving -16 Roads,(14 mi)			\$ 1,268,163				\$ 175,000		\$ 1,443,163
Airport Park - Pavilion roof				\$ 4,500					\$ 4,500
Airport Park-Playground				\$ 35,000					\$ 35,000
Fort Ethan Allen - Trail Work				\$ 20,000					\$ 20,000
Sunny Hollow Parking Area				\$ 50,000					\$ 50,000
Replace park signs				\$ 25,000					\$ 25,000
All Parks - Tree Management				\$ 10,000					\$ 10,000
Communications Equipment						\$ 27,000			\$ 27,000
Technology Equipment					\$ 105,445				\$ 105,445
Public Safety Equipment (Boat)							\$ 105,750	\$ 123,250	\$ 229,000
Totals	\$ 716,004	\$ 168,499	\$ 1,402,707	\$ 144,500	\$ 105,445	\$ 27,000	\$ 105,750	\$ 677,696	\$ 3,347,601

SECTION 3 – Program Revenues

3.01 - Introduction

The Capital Budget Program relies upon revenues from multiple sources. Funding authorization for the Capital Budget Program is accomplished by separate actions in the form of multi-year, voter approved capital plans, voter approved financing agreements, voter approved debt, or impact fees adopted in accordance with 24 VSA Chapter 131. A summary of the overall program is below, with additional information on each fund in the following pages. Town funding noted below in sections 3.02 through 3.09 are placed in reserve funds, for use only for their specified purpose. These funds are separate from the annually authorized general fund operating budget. Sections 3.10 through 3.13 discuss additional revenue sources including state and federal grants and the recently adopted Local Option Tax.

Many of the authorization periods for the funds in this program lapse prior to FY2025. Asterisks (*) were used to indicate years for which funding authorization will be needed, and projects are not shown in years where spending authority has not been granted.

3.02 - FY20 Capital Budget Summary and FY21-25 Planned Expenditures

The proposed FY20 Capital Budget contains 48 capital projects totaling \$2,401,299 in spending. Approximately 44% or \$1,062,331 is expected to come from state and federal grants. The remaining \$1,338,968 will be funded by local property tax dollars from voter approved capital plans. A summary of planned FY20 expenditures can be seen below in Table 3. Also included are a preview of planned expenditures in the following five fiscal years (FY21-25). The following sections provide additional detail about planned expenditures from each capital fund.

Table 3: FY20-25 Budget Program Summary

Town of Colchester	Proposed			Proposed		
FY20-FY25 Capital Budget Program	Capital			Capital		
Capital Budget Program Summary	Budget			Program		
	FY20	FY21	FY22	FY23	FY24	FY25
<u>Local Capital Expenditures</u>						
Total CEFP Expenditures	\$ 490,988	\$ 554,832	\$ 484,562	\$ 605,207	\$ 330,844	\$ 383,394
Total CTP Expenditures	\$ 420,142	\$ 312,963	\$ 290,211	\$ -	\$ -	\$ -
Total PCP Expenditures	\$ 162,500	\$ 12,500	\$ 5,000	\$ -	\$ -	\$ -
Communication Reserve Fund Expenditures	\$ 191,000	\$ -	\$ -	\$ -	\$ -	\$ -
IT Reserve Fund Expenditures	\$ 25,338	\$ -	\$ -	\$ -	\$ -	\$ -
Total Public Safety Capital Expenditures	\$ 49,000	\$ 9,000	\$ -	\$ -	\$ -	\$ -
Sub-Total Local Capital Expenditures	\$ 1,338,968	\$ 889,295	\$ 779,773	\$ 605,207	\$ 330,844	\$ 383,394
<u>Other Capital Expenditures</u>						
Total RAD Expenditures	\$ -	\$ -	\$ -	\$ 205,000	\$ -	\$ -
State/Federal Expenditures	\$ 1,062,331	\$ 1,941,375	\$ -	\$ -	\$ -	\$ -
Other Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-Total Other Capital Expenditures	\$ 1,062,331	\$ 1,941,375	\$ -	\$ 205,000	\$ -	\$ -
Total All Capital Expenditures	\$ 2,401,299	\$ 2,830,670	\$ 779,773	\$ 810,207	\$ 330,844	\$ 383,394

3.03A – Capital Equipment and Facility Plan (CEFP), Summary

The CEFP was authorized by the voters in 2014 for 18 years until 2032. The tax rate for the CEFP is \$0.0183, which is expected to generate \$404,822 in FY20, and \$2,306,666 over the 5 year capital program. The CEFP was designed to address the short and long term capital needs of the Town’s rolling stock equipment and public facilities, and is broken down into two categories – vehicle and equipment purchases, and projects related to capital improvements in Town facilities.

Below is a summary of all planned Capital Equipment and Facility Plan projects during FY20-25. Please see the following pages for information specific to planned equipment purchases or facility repairs.

Town of Colchester	Proposed			Proposed		
FY20-FY25 Capital Budget Program	Capital			Capital		
Capital Equipment and Facilities Plan	Budget			Program		
	FY20	FY21	FY22	FY23	FY24	FY25
Capital Equipment Purchases	\$ 476,288	\$ 524,832	\$ 454,562	\$ 595,207	\$ 330,844	\$ 383,394
Capital Facility Projects	\$ 14,700	\$ 30,000	\$ 30,000	\$ 10,000	\$ -	\$ -
Total CEFP Expenditures	\$ 490,988	\$ 554,832	\$ 484,562	\$ 605,207	\$ 330,844	\$ 383,394
CEFP Financial Summary						
Beginning Fund Balance	\$ (46,865)	\$ (55,080)	\$ (61,321)	\$ (20,672)	\$ 29,502	\$ 259,691
Program Funding	\$ 404,822	\$ 416,967	\$ 429,476	\$ 472,433	\$ 486,596	\$ 501,194
Other Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ 295	\$ 2,597
Equipment Purchases	\$ (476,288)	\$ (524,832)	\$ (454,562)	\$ (595,207)	\$ (330,844)	\$ (383,394)
Facility Repairs	\$ (14,700)	\$ (30,000)	\$ (30,000)	\$ (10,000)	\$ -	\$ -
Equipment Sales/Trades	\$ 77,951	\$ 131,624	\$ 95,735	\$ 182,948	\$ 74,142	\$ 124,393
Ending Fund Balance	\$ (55,080)	\$ (61,321)	\$ (20,672)	\$ 29,502	\$ 259,691	\$ 504,481

3.03B – CEFP Equipment Purchases, Summary

Below is a summary of proposed expenditures for FY20-25 from the CEFP for equipment purchases, with additional information about planned equipment purchases in FY20 found on the next page.

Town of Colchester	Proposed			Planned		
FY20-FY25 Capital Budget Program	Capital			Capital		
Capital Equipment and Facilities Plan	Budget			Program		
	FY20	FY21	FY22	FY23	FY24	FY25
Sweeper			\$ 144,746			
Dump Truck				\$ 183,531		
Dump Truck				\$ 183,531		
Dump Truck		\$ 172,995				
Dump Truck						\$ 223,940
Sidewalk Tractor			\$ 150,492			
One Ton Dump Truck				\$ 68,926		
One Ton Dump Truck		\$ 60,587				
A. Crew Cab Pickup Truck	\$ 28,013					
B. 3/4 Ton Pickup Truck W/Plow	\$ 35,838					
C. 1/2 Ton Pickup Truck	\$ 17,098					
D. 1/2 Ton Pickup Truck W/Utility Box	\$ 26,188					
E. Sidewalk Tractor	\$ 146,108					
Tech Unit R5			\$ 28,488			
Ambulance Chassis/Box					\$ 146,232	
Ambulance Chassis		\$ 130,000				
Infield Groomer		\$ 18,629				
61" Bobcat Mower			\$ 10,181			
F. 61" Bobcat Mower/Grass Catcher	\$ 12,510					\$ 13,148
61" Bobcat Mower/Grass Catcher					\$ 12,577	
G. 48" Bobcat Walk Behind Mower	\$ 5,050					
3/4 Ton 2WD Pickup						\$ 22,596
3/4 Ton 2WD Pickup						\$ 22,380
Deere Tractor					\$ 43,642	
1/2 Ton 4WD Pickup		\$ 17,953				
1/2 Ton Pickup 4WD			\$ 24,661			
3/4 Ton 4WD Pickup W/Plow					\$ 27,539	
H. Administrative Compact Car	\$ 20,317					
I. Administrative Compact Car	\$ 20,317					
Patrol Supervisor SUV			\$ 47,997			
J. Patrol SUV	\$ 45,684			\$ 49,197		
K. Patrol SUV	\$ 45,684			\$ 49,197		
Patrol SUV		\$ 46,826			\$ 50,427	
Patrol SUV		\$ 46,826			\$ 50,427	
Patrol SUV			\$ 47,997			\$ 51,688
Patro/DARE Sedan				\$ 38,377		
L. K9 Unit SUV	\$ 45,038					\$ 49,642
M. Unmarked Sedan	\$ 28,443					
Chief Sedan		\$ 31,016				
Motorcycle				\$ 22,448		
Total Vehicle and Equipment Purchases	\$ 476,288	\$ 524,832	\$ 454,562	\$ 595,207	\$ 330,844	\$ 383,394

3.03C –FY20 CEFPP Equipment Purchases, Detail

Below is a table providing additional information about planned vehicle purchases in FY20, funded through the CEFPP, which are projected to cost \$476,288.

Equipment	Expected Cost	Description
A. Crew Cab Pickup Truck	\$ 28,013	These vehicles are used for transporting maintenance crews to job sites, investigating complaints and performing field inspections, staff transportation, and plowing snow during winter months. Includes 2WD and 4WD vehicles.
B. 3/4 Ton Pickup Truck W/Plow	\$ 35,838	
C. 1/2 Ton Pickup Truck	\$ 17,098	
D. 1/2 Ton Pickup Truck W/Utility Box	\$ 26,188	
E. Sidewalk Tractor	\$ 146,108	Primarily used to remove snow from the Town's 42 miles of sidewalks and bike paths in winter, and in summer attachments are used to assist in sweeping streets.
F. 61" Bobcat Mower/Grass Catcher	\$ 12,510	This equipment is used to mow all of the Town's parks during the summer months.
G. 48" Bobcat Walk Behind Mower	\$ 5,050	
H. Administrative Compact Car	\$ 20,317	Two compact cars are used by Planning & Zoning, the Assessors Office, Public Works, and any other Town department who may have temporary transportation needs such as visiting job sites, performing field assessments, or traveling to off site meetings.
I. Administrative Compact Car	\$ 20,317	
J. Patrol SUV	\$ 45,684	These vehicles are used for all patrol functions including patrol supervision, the department's K9 unit, and the Operations Lieutenant. These vehicles are police rated Ford Interceptors equipped with all wheel drive.
K. Patrol SUV	\$ 45,684	
L. K-9 Unit SUV	\$ 45,038	
M. Unmarked Sedan	\$ 28,443	
Total Equipment Purchases FY20	\$ 476,288	

3.03D - CEFP Facility Projects, Summary

Below is a summary of proposed expenditures for FY20-25 from the CEFP for facility projects. Please see the next page for additional information about planned facility projects in FY20.

Town of Colchester						
FY20-FY25 Capital Budget Program						
Capital Equipment and Facilities Plan	Proposed Capital Budget			Proposed Capital Program		
FACILITY PROJECTS	FY20	FY21	FY22	FY23	FY24	FY25
Rescue - Garage Drain				\$ 10,000		
A. Rescue - Replace Air Exchanger	\$ 3,200					
B. Rescue - Replace Air Handling Unit	\$ 2,100					
C. Rescue - Replace Condensing Unit	\$ 7,400					
Library-Roof replacement		\$ 30,000				
D. Library-Exterior metal door replacement	\$ 2,000					
Meeting House- Roof replacement			\$ 30,000			
Total Facility Improvements	\$ 14,700	\$ 30,000	\$ 30,000	\$ 10,000	\$ -	\$ -

3.03E - FY20 CEFP Facility Projects, Detail

Below is a table providing additional information about planned facility projects in FY20, funded through the CEFP.

Facility	Total Cost	Description
A. Rescue - Replace Air Exchanger	\$ 3,200	These improvements will assist in keeping fresh air flowing properly throughout the Rescue building.
B. Rescue - Replace Air Handling Unit	\$ 2,100	
C. Rescue - Replace Condensing Unit	\$ 7,400	
D. Library-Exterior door replacement	\$ 2,000	This project involves replacing a metal door that is badly corroded.
Total Facility Projects FY20	\$ 14,700	

3.04A – Capital Transportation Program (CTP), Summary

The CTP was last authorized by the voters in 2016 for a period of 6 years. Reauthorization will be required in 2022. The tax rate for the CTP is \$0.035 which is expected to generate \$494,453 in FY20, and \$1,003,788 over the remaining authorization period. The CTP is designed to address the short and long term needs of the Town’s transportation system, and is broken down into two categories – local transportation projects, and paving projects.

Below is a summary table for the Capital Transportation Plan for FY20-25. The summary table includes both local transportation projects and paving projects, which are described in detail in the following pages. Years shown with an asterisk (*) are outside of the current fund authorization period.

Town of Colchester	Proposed			Planned		
FY20-FY25 Capital Budget Program	Capital Budget			Capital Program		
Capital Transportation Program	FY20	FY21	FY22	FY23*	FY24*	FY25*
Local Transportation Projects	\$ 1,226,664	\$ 1,996,375	\$ 55,000	\$ -	\$ -	\$ -
Paving Projects	\$ 255,809	\$ 257,963	\$ 235,211	\$ -	\$ -	\$ -
Total Transportation Improvements	\$ 1,482,473	\$ 2,254,338	\$ 290,211	\$ -	\$ -	\$ -
CTP Financial Summary						
Beginning Fund Balance	\$ (273,982)	\$ (199,671)	\$ (13,237)	\$ 200,943	\$ 200,943	\$ 200,943
Program Funding	\$ 494,453	\$ 499,397	\$ 504,391	\$ -	\$ -	\$ -
State/Federal Funding	\$ 1,062,331	\$ 1,941,375	\$ -	\$ -	\$ -	\$ -
Other Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Improvements	\$ (1,482,473)	\$ (2,254,338)	\$ (290,211)	\$ -	\$ -	\$ -
Ending Fund Balance	\$ (199,671)	\$ (13,237)	\$ 200,943	\$ 200,943	\$ 200,943	\$ 200,943

3.04B – CTP Local Transportation Projects, Summary

Below is a summary of local transportation projects planned during FY20-25. A detailed summary of planned local transportation expenditures for FY20 is found on the next page, followed by information about planned paving projects. Years shown with an asterisk (*) are outside of the current fund authorization period.

Town of Colchester							
FY20-FY25 Capital Budget Program							
		Proposed Capital Budget			Proposed Capital Program		
LOCAL TRANSPORTATION PROJECTS	Funding	FY20	FY21	FY22	FY23*	FY24*	FY25*
Blakely/Laker Lane Intersection	Federal	525,000					
West Lakeshore/Prim Road Intersection	Federal	\$ 100,000	1,941,375				
West Lakeshore Drive Bike Path	CTP	\$ 109,333					
	Federal	\$ 437,331					
	<i>Sub-total</i>	\$ 546,664					
SAFETY - Paving Various locations	CTP	\$ 30,000	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -
SAFETY - Sidewalk Repair Various locations	CTP	\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -
Total Local transportation Projects Sub-Total:		\$ 1,226,664	\$ 1,996,375	\$ 55,000	\$ -	\$ -	\$ -

3.04C - FY20 CTP Local Transportation Projects, Detail

Below is a table providing additional information about planned local transportation projects in FY20. Projects are funded through the CTP unless otherwise noted.

Transportation Project	Total Cost	Description
Blakely/Laker Lane Intersection	\$ 525,000	This Circ Alternatives project is entirely Federally funded and is currently in the final design phase.
West Lakeshore/Prim Road Intersection	\$ 100,000	This Circ Alternatives project is entirely Federally funded and is currently in the final design phase.
West Lakeshore Drive Bike Path	\$ 546,664	This project is 80% Federally funded, and 20% locally funded. Construction is expected to be completed in FY20.
SAFETY - Paving	\$ 30,000	These funds are used for spot repairs where repaving of the entire roadway is not warranted.
SAFETY - Sidewalk Repair	\$ 25,000	These funds are used for spot sidewalk repairs around the community.
Total Local Transportation Projects FY20	\$ 1,226,664	

3.04D – CTP Paving Projects, Summary

Below is a summary of planned paving projects for FY20-25, which are funded through the CTP. Years shown with an asterisk (*) are outside of the current fund authorization period. The paving program consists of repair and rehabilitation of 22 different roadway segments over the next three years, totaling approximately 14 miles of paving at a total cost of \$748,983. Paving strategies consist of 2" milling with resurfacing, shim coats with 1.5" overlays, and standalone 1.5" overlays. The program consists of those roadways with a Pavement Condition Index, (PCI) between 10 and 70. The target PCI for the transportation system is 71. The current average PCI for the Town's transportation system is 75, however all of the segments proposed for paving below have a PCI rating below 55. For more information about PCI ratings for projects in FY20, please see the next page.

Town of Colchester	Proposed			Planned		
FY20-FY25 Capital Budget Program	Capital			Capital		
Capital Transportation Program, cont	Budget			Program		
	FY20	FY21	FY22	FY23*	FY24*	FY25*
<u>Paving Projects</u>						
West Lakeshore Drive - Prim to Church	\$ 112,173					
Troy Avenue	\$ 51,812					
Reynolds Drive	\$ 20,313					
Lois Lane	\$ 19,165					
Thayer Bay Circle	\$ 8,521					
Shetland Lane - Deer Ln to cul-de-sac	\$ 11,340					
Lakewood	\$ 7,900					
Lower Mountain View	\$ 24,585					
Cedar Ridge		\$ 45,278				
Shore Acres Drive		\$ 62,037				
Hillcrest		\$ 19,301				
Grey Birch Drive		\$ 19,393				
Abigail Drive		\$ 23,986				
Chimney Hill		\$ 46,673				
Bonanza Park		\$ 18,885				
Jeffrey Lane		\$ 22,410				
Princess Ann Drive			\$ 41,798			
Justin Morgan Drive			\$ 62,650			
Champlain			\$ 8,884			
Mainieri			\$ 8,043			
Lawrence J Barnes			\$ 10,674			
North Harbor			\$ 103,162			
<i>Paving Totals</i>	\$ 255,809	\$ 257,963	\$ 235,211	\$ -	\$ -	\$ -

3.04E – FY20 CTP Paving Projects, Detail

Below is additional information about the roadways scheduled for paving projects in FY20. Unless otherwise indicated, all of these roadways will undergo a 1.5” pavement overlay.

Paving Project	Total Cost	Description
West Lakeshore Dr - Prim to Church	\$ 112,173	This section of roadway currently has a PCI of 59. Staff has been waiting to schedule this project until construction of the adjacent multi-use path is complete (expected by FY20).
Troy Avenue	\$ 51,812	This roadway currently has a PCI of 27.
Reynolds Drive	\$ 20,313	This roadway currently has a PCI of 29. Staff has been waiting to schedule this roadway until the completion of a stormwater project that was finalized in summer 2018.
Lois Lane	\$ 19,165	This roadway currently has a PCI of 38.
Thayer Bay Circle	\$ 8,521	This roadway currently has a PCI of 39.
Shetland Lane - Deer Ln to cul-de-sac	\$ 11,340	This section of roadway currently has a PCI of 40.
Lakewood Ct	\$ 7,900	This roadway currently has a PCI of 43.
Lower Mountain View Dr	\$ 24,585	This roadway currently has a PCI of 44.
Total Cost of FY20 Paving Projects:	\$ 255,809	

3.05A – Parks Capital Plan (PCP), Summary

The PCP is designed to address the short and long term replacement and repair needs of the Town’s park system. The plan was last authorized by the voters in 2016 for a period of 6 years. Reauthorization will be required in 2022. The tax rate for the PCP is \$0.005 which is expected to generate \$106,892 in FY20, and \$323,894 over the remaining authorization period. Years shown with an asterisk (*) are outside of the current fund authorization period. Please see the next page for descriptions of projects proposed in FY20.

Town of Colchester						
FY20-FY25 Capital Budget Program	Proposed Capital Budget			Proposed Capital Program		
Park Capital Plan	FY20	FY21	FY22	FY23*	FY24*	FY25*
PARK IMPROVEMENT PROJECTS						
Bayside Park - Upper Pavilion Roof	\$ 7,500					
Airport Park - Backstop Field #4		\$ 3,500				
Airport Park - Outfield Fence #4		\$ 4,000				
Airport Park - Back Field	\$ 150,000					
All Parks - Tree Management	\$ 5,000	\$ 5,000	\$ 5,000			
Total Park Improvements	\$ 162,500	\$ 12,500	\$ 5,000	\$ -	\$ -	\$ -
PCP Financial Summary						
Beginning Fund Balance	\$ 22,518	\$ (33,090)	\$ 62,372	\$ 166,412	\$ 166,412	\$ 166,412
Program Funding	\$ 106,892	\$ 107,961	\$ 109,041		\$ -	\$ -
Park Improvements	\$ (162,500)	\$ (12,500)	\$ (5,000)	\$ -	\$ -	\$ -
Ending Fund Balance	\$ (33,090)	\$ 62,372	\$ 166,412	\$ 166,412	\$ 166,412	\$ 166,412

3.05B – FY20 Parks Capital Plan Projects, Detail

Below is a table providing additional information about FY20 projects to be funded through the Parks Capital Plan.

Parks Capital Project	Total Cost	Description
Bayside Park - Upper Pavilion Roof	\$ 7,500	These funds will be used to replaced the pavilion roof at Upper Bayside Park. This structure is rented out for community events.
Airport Park - Backstop Field #4	\$ 150,000	These funds will be used for renovations to the back field at Airport Park, including drainage upgrades and new turf surfaces.
Tree Management	\$ 5,000	These funds will be used for tree trimming an clearing needed annually in Town-owned recreation areas.
Total Parks Capital Projects FY20:	\$ 162,500	

3.06 – Recreation Acquisition & Development Fund, (RAD)

The RAD is designed to address the short and long term expansion needs of the Town’s park system. The RAD fund was originally established in the mid 1980’s and authorizes the collection of development impact fees from new residential dwelling units. The current impact fee for FY19 is \$1,247 per single-family residential housing unit, and \$923 per multi-family housing units. The RAD fund is expected to generate approximately \$59,628 in FY20 and \$448,153 over the 5 year capital program. There are no expenditures planned for FY20 from this fund and therefore no detailed summary of FY20 expenditures.

Town of Colchester						
FY20-FY25 Capital Budget Program						
Recreation Acquisition & Development Plan	Proposed			Proposed		
	Capital Budget			Capital Program		
PARK CONSTRUCTION PROJECTS	FY20	FY21	FY22	FY23	FY24	FY25
Village Park - Trail Network						
Bayside Park and Hazelett -Master Planning						
Community Center Master Planning						
Hazelett Property Wooded Trail Area						
Hazelett Property Pickleball Courts	\$ -	\$ -	\$ -	\$ 205,000	\$ -	\$ -
Total Park Construction	\$ -	\$ -	\$ -	\$ 205,000	\$ -	\$ -
<u>RAD Financial Summary</u>						
Beginning Fund Balance	\$ 85,355	\$ 144,593	\$ 215,891	\$ 299,253	\$ 189,681	\$ 287,487
Program Funding	\$ 59,238	\$ 71,298	\$ 83,363	\$ 95,428	\$ 97,807	\$ 100,259
Park Improvements	\$ -	\$ -	\$ -	\$ (205,000)	\$ -	\$ -
Ending Fund Balance	\$ 144,593	\$ 215,891	\$ 299,253	\$ 189,681	\$ 287,487	\$ 387,746

3.07 - Bridge Reserve Fund

The Bridge Reserve Fund was established for the replacement of the Mill Pond Road Bridge. The fund was last authorized by the voters in 2009 for a period of 5 years with an annual appropriation of \$16,500. In 2014 the reserve fund contained sufficient funds for the project and therefore was not proposed for reauthorization. The project is now complete with \$84,500 remaining in the fund. The Town currently owns six bridges with an estimated replacement value of \$24 million. The remaining funding will remain within this restricted account for future capital bridge needs, and as a result there are no projects associated with this funding source during the term of the FY20-25 CBP.

3.08A – Communications Reserve Fund, Summary

The Communication Reserve Fund is designed to address the short and long term replacement needs of the Town’s communication system. The system includes nearly \$850,000 in fixed radio equipment such as base stations, repeaters, and dispatch equipment, for the Town’s police, rescue, public works, and its volunteer fire departments. The plan was last authorized by the voters in 2015 for a period of 5 years. Reauthorization will be required in 2020. The annual appropriation for this reserve fund is \$25,500.

A variety of communication equipment replacements are planned for FY20, the last year of authorization for this fund. These pieces of equipment and their anticipated replacement costs can be seen below, with more detail on the next page. Years shown with an asterisk (*) are outside of the current fund authorization period.

Town of Colchester	Proposed			Proposed		
FY20-FY25 Capital Budget Program	Capital			Capital		
Communications Reserve Fund	Budget			Program		
	FY20	FY21*	FY22*	FY23*	FY24*	FY25*
COMMUNICATIONS EQUIPMENT						
Daniels UHF Police Base – Digital	\$ 20,000					
Avtec Dispatch Consoles and Controllers Qty 3	\$150000**					
Rad T1 Multiplexer	\$ 3,000					
Rad 4.9 GHz Microwave Radio	\$ 3,000					
Rad T1 Multiplexer	\$ 3,000					
Rad 4.9 GHz Microwave Radio	\$ 3,000					
Rad T1 Multiplexer	\$ 3,000					
Rad 4.9 GHz Microwave Radio	\$ 3,000					
Rad 4.9 GHz Microwave Radio	\$ 3,000					
Total Communications Equipment Purchases	\$ 191,000	\$ -	\$ -	\$ -	\$ -	\$ -
Communications Reserve Financial Summary						
Beginning Fund Balance	\$ 106,166	\$ (59,334)	\$ (59,334)	\$ (59,334)	\$ (59,334)	\$ (59,334)
Communication Reserve Funding	\$ 25,500					
Communication Purchases	\$ (191,000)	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Fund Balance	\$ (59,334)	\$ (59,334)	\$ (59,334)	\$ (59,334)	\$ (59,334)	\$ (59,334)

** Replacement Dispatch consoles were programmed into the communications capital plan prior to the approval of a regional dispatch program in 2018, and this purchase may not be necessary as a regional program is implemented throughout FY19 and FY20. The fund will not be left in a deficit at the last year of its authorization.

3.08B – FY20 Communications Reserve Fund, Detail

Detailed information about proposed FY20 purchases from the Communications Reserve Fund can be found below.

Communications Equipment	Total Cost	Description
Daniels UHF Police Base - Digital	\$ 20,000	These funds will be used to purchase a radio repeater, which uses a receiver and transmitter to allow two-way radio signals to cover longer distances.
Avtec Dispatch Consoles and Controllers	\$ 150,000	These funds will be used to replace three dispatch radio consoles used by our Police dispatchers. These consoles may not be necessary as a regional dispatch program is implemented, but if they do need to be purchased the fund will not be left in a deficit.
Rad T1 Multiplexer (1)	\$ 3,000	These funds will be used to purchase three replacement multiplexers, which are devices used by dispatchers to combine analog or digital signals
Rad T1 Multiplexer (2)	\$ 3,000	
Rad T1 Multiplexer (3)	\$ 3,000	
Rad 4.9 GHz Microwave Radio (1)	\$ 3,000	These funds will be used to purchase four replacement radios, which are devices that are used by officers and others out in the field to communicate.
Rad 4.9 GHz Microwave Radio (2)	\$ 3,000	
Rad 4.9 GHz Microwave Radio (3)	\$ 3,000	
Rad 4.9 GHz Microwave Radio (4)	\$ 3,000	
Total Communications Fund Purchases FY20	\$ 191,000	

3.09B – FY20 Technology Reserve Fund, Detail

Detailed information about proposed FY20 purchases from the Technology Reserve Fund can be found below.

Technology Equipment	Total Cost	Description
Server/Central Equipment	\$ 2,650	These funds will be used to purchase a backup battery and backup storage.
PC's/Laptops/Tablets	\$ 21,688	These funds will be used to replace the computers used by police dispatchers and town office employees.
Telephone Equipment	\$ 1,000	These funds will be used to purchase miscellaneous telephone equipment that will assist the town in meeting conference call and other remote meeting needs.
Total Technology Purchases FY20	\$ 25,338	

3.10A – Public Safety Capital Plan, Summary

The Public Safety Capital Plan is designed to address the short and long term replacement needs of the Town’s emergency service agencies. The plan was last authorized by the voters in 2016 for a period of 5 years. Reauthorization will be required in 2021. Program funding is expected to be \$18,750 for FY20, and \$18,750 over the remaining authorization period.

The Public Safety Capital Plan is comprised of four separate reserve funds, supporting the Police Department, the equipment and communication needs of the Rescue Department, and the equipment and communication needs of the Technical Rescue Department. Years shown with an asterisk (*) are outside of the current fund authorization period. Below is a summary of planned expenditures from the Public Safety Fund FY20-25. Detailed information on each of the four funds can be found on the following pages.

Town of Colchester						
FY20-FY25 Capital Budget Program						
Public Safety Equipment Fund	Proposed Capital Budget			Proposed Capital Program		
<u>Fund Summary</u>	FY20	FY21	FY22	FY23	FY24	FY25
Beginning Fund Balance	\$ 202,905	\$ 212,655	\$ 222,405	\$ 222,405	\$ 222,405	\$ 222,405
Program Funding	\$ 18,750	\$ 18,750	\$ -	\$ -	\$ -	\$ -
Equipment Sales/Trades, Interest Earned	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
State and Federal Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Safety Equipment Purchases	\$ (49,000)	\$ (9,000)	\$ -	\$ -	\$ -	\$ -
Ending Fund Balance	\$ 212,655	\$ 222,405	\$ 222,405	\$ 222,405	\$ 222,405	\$ 222,405

3.10B – Public Safety Police Fund, Summary

Below is information related to the Police Equipment component of the Public Safety Capital Plan for FY20-25. This subpart of the public safety capital plan provides for, in the following priority: 1) replacement of the police boat, the primary patrol boat for the marine unit; 2) replacement of primary boat engines every five years; 3) provision and or refurbishment of a vehicle or trailer to be used for mobile police command. A boat may be financed or lease/purchased depending on the accessibility of grant funding. Years shown with an asterisk (*) are outside of the current fund authorization period.

Town of Colchester						
FY20-FY25 Capital Budget Program						
Public Safety Capital Program	Proposed Capital Budget			Proposed Capital Program		
POLICE EQUIPMENT	FY20	FY21	FY22*	FY23*	FY24*	FY25*
Mobile Command	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
Engine Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Purchase or Lease Purchase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Equipment Purchases	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
Police Capital Reserve Fund Summary						
Beginning Fund Balance	\$ 158,635	\$ 158,635	\$ 158,635	\$ 158,635	\$ 158,635	\$ 158,635
Equipment Sales/Trades, Interest Earned	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
State and Federal Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Police Capital Equipment Purchases	\$ (40,000)	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Fund Balance	\$ 158,635	\$ 158,635	\$ 158,635	\$ 158,635	\$ 158,635	\$ 158,635

FY20 Public Safety Police Fund, Detail

Below is additional information about purchases planned for FY20 related to the Public Safety Police Fund.

Public Safety Purchase	Total Cost	Description
Mobile Command	\$40,000	These funds will be used to purchase or refurbish a vehicle/trailer that is used for mobile police command.

3.10C - Rescue Capital Equipment Fund Summary

Below is information related to the Rescue Capital Equipment component of the Public Safety Capital Plan for FY20-25. This subpart of the public safety capital plan provides for replacement of two power cots (\$11,000 each about every ten years); two stair chairs (\$2,500 each about every 25 years), and two cardiac monitors/defibrillators (\$23,000 each about every ten years). There are currently no expenditures planned during FY20-25. Years shown with an asterisk (*) are outside of the current fund authorization period.

Town of Colchester	Proposed			Proposed		
FY20-FY25 Capital Budget Program	Capital			Capital		
	Budget			Program		
RESCUE CAPITAL EQUIPMENT	FY20	FY21	FY22*	FY23*	FY24*	FY25*
Powercot	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Equipment Purchases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<u>Rescue Capital Reserve Fund Summary</u>						
Beginning Fund Balance	\$ 11,096	\$ 17,096	\$ 23,096	\$ 23,096	\$ 23,096	\$ 23,096
Rescue capital reserve funding and grants	\$ 6,000	\$ 6,000				
Rescue capital equipment purchases	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Fund Balance	\$ 17,096	\$ 23,096	\$ 23,096	\$ 23,096	\$ 23,096	\$ 23,096

3.01D - Rescue Communications Fund Summary

Below is information related to the Rescue Capital Equipment component of the Public Safety Capital Plan for FY20-25. This subpart of the public safety capital plan provides for replacement of mobile, hand held, base station, and repeaters Colchester Rescue's radio system valued at about \$33,000 as well as pagers for use by Colchester Rescue. Years shown with an asterisk (*) are outside of the current fund authorization period.

Town of Colchester	Proposed			Proposed		
FY20-FY25 Capital Budget Program	Capital			Capital		
	Budget			Program		
RESCUE CAPITAL COMMUNICATIONS	FY20	FY21	FY22*	FY23*	FY24*	FY25*
Mobile radio and repeater	\$ 1,000	\$ 1,000				
Total Communications Purchases	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -
Rescue Capital Reserve Fund Summary						
Beginning Fund Balance	\$ 16,715	\$ 20,465	\$ 24,215	\$ 24,215	\$ 24,215	\$ 24,215
Rescue capital reserve funding	\$ 4,750	\$ 4,750				
Rescue Communications Purchases	\$ (1,000)	\$ (1,000)	\$ -	\$ -	\$ -	\$ -
Ending Fund Balance	\$ 20,465	\$ 24,215	\$ 24,215	\$ 24,215	\$ 24,215	\$ 24,215

FY20 Public Safety Rescue Communications Fund, Detail

Below is additional information about purchases planned for FY20 related to the Public Safety Rescue Communications Fund.

Public Safety Purchase	Total Cost	Description
Mobile Radio & Repeater	\$1,000	These devices assist Rescue staff in communicating with each other and with the office when out in the field responding to service calls.

3.10E - Technical Rescue Equipment and Communications Fund Summary

Below is information related to the Technical Rescue Capital Equipment component of the Public Safety Capital Plan for FY20-25. This subpart of the public safety capital plan provides for equipment and other needs of the Technical Rescue Squad, including cameras, air bottles and packs, radios, harnesses, underwater suits, and diving equipment. Years shown with an asterisk (*) are outside of the current fund authorization period.

Town of Colchester	Proposed			Proposed		
FY20-FY25 Capital Budget Program	Capital			Capital		
	Budget			Program		
TECH RESCUE FUND	FY20	FY21	FY22*	FY23*	FY24*	FY25*
Equipment/Communications	\$ 8,000	\$ 8,000				
Total Equipment/Communications Purchases	\$ 8,000	\$ 8,000	\$ -	\$ -	\$ -	\$ -
Tech Rescue Capital Reserve Fund Summary						
Beginning Fund Balance	\$ 16,459	\$ 16,459	\$ 16,459	\$ 16,459	\$ 16,459	\$ 16,459
Rescue capital reserve funding, grants, sales	\$ 8,000	\$ 8,000				
Tech Rescue Equipment/Communications Purchases	\$ (8,000)	\$ (8,000)	\$ -	\$ -	\$ -	\$ -
Ending Fund Balance	\$ 16,459	\$ 16,459	\$ 16,459	\$ 16,459	\$ 16,459	\$ 16,459

FY20 Public Safety Technical Rescue Equipment & Communications Fund, Detail

Below is additional information about purchases planned for FY20 related to the Public Safety Technical Rescue Fund.

Public Safety Purchase	Total Cost	Description
Equipment / Communications	\$8,000	These funds will be used as match to federal grant funds, or to replace equipment initially purchased with federal funds. Equipment may be used for training purposes or to assist the Technical Rescue team, who is recognized throughout the state for its work in water and ice rescue emergencies and other hazardous terrain rescues.

3.11 – State and Federal Grants

State and federal grants are used primarily within the Capital Transportation Program with smaller amounts used within the Public Safety Capital Plan. These revenues are obtained through a competitive application process and therefore are not considered a steady revenue stream. Total state and federal grants for FY20 are expected to be \$1,062,331, and \$2,146,375 over the 5 year capital program. Please see Section 3.02 for more information.

3.12 – State Funded Projects

The Capital Budget Program contains several transportation projects on the state and federal transportation system within Colchester that are funded by state and federal transportation funds. FY20 expenditures are expected to be \$3,075,000, and \$50,059,480 over the 5 year capital program.

VT Agency of Transportation FY20-FY25 Capital Budget Program	Proposed Capital Budget			Proposed Capital Program		
State Transportation Projects	FY20	FY21	FY22	FY23	FY24	FY25
Exit 16 Interchange	\$ 2,050,000	\$ 4,202,500	\$ 2,207,626			
I-89 Bridge		\$ 5,125,000	\$ 3,454,770			
VT15 Multiuse Path		\$ 1,138,933				
Severance Corners Intersection	\$ 205,000	\$ 3,930,651				
Exit 17 Interchange	\$ 820,000			\$ 30,000,000		
Total State Transportation Improvements	\$ 3,075,000	\$14,397,084	\$ 5,662,396	\$ 30,000,000	\$ -	\$ -

3.13 – Local Options Tax

The Local Options Tax consists of a 1.0% sales tax as approved by the voters in 2015. Average annual revenues are approximately \$1,500,000. As of June 30, 2018, the balance of the fund is \$2,068,109. At this time, these funds are only authorized for purposes of funding existing debt. Use of these funds for any other purpose requires voter approval.

3.14 – Capital Fund Raising and Donations

Some projects identified on the Candidate List in Section 4.02 will require outside funding sources such as capital fund raising campaigns and donations. The amount raised by these efforts cannot be determined at this time.

SECTION 4 – Project Candidate List

4.01 - Introduction

The project candidate list contains those projects, or types of projects, that have been deemed eligible for inclusion in the Capital Budget Program by the Colchester Selectboard. A project is considered eligible when the Selectboard determines that the nature of the project is consistent with the purpose and intent of the planned funding source as approved by voters or otherwise required by law. While candidate projects are considered eligible for inclusion into the Capital Budget Program, there may be insufficient program funding which may require the use of other funding sources and/or increases in fees intended to fund capital projects. Other funding sources can include intergovernmental revenues, grants, donations, and publically approved transfers from the Town's General Fund.

4.02 – Eligible Projects

Projects	Intended Funding Source
All rolling stock equipment purchases contained on the Capital Equipment Program inventory list as approved by the Selectboard. All capital repairs and improvements to Town owned buildings.	Capital Equipment and Facility Plan
All capital improvements to the Town's transportation system, including Town owned storm water systems.	Capital Transportation Program
All capital replacement and improvements to the Town's Park system.	Park Capital Plan
All capital expansion projects within the Town's park system.	Recreation Acquisition & Development Fund
Replacement of the Mill Pond Road Bridge.	Bridge Reserve Fund
All capital replacements and improvements to the Town's communication systems.	Communication Reserve Fund
All capital replacements and improvements to the Town's computer systems, printers, copiers, and telecommunications equipment, including voter approved expenses previously funding leased IT equipment within the general fund operating budget.	Technology Reserve Fund
Purchase and replacement of the police boat, mobile command, and small equipment and communication needs of Rescue and Technical Rescue	Public Safety Capital Plan
Building and facility energy efficiency projects, including lighting and heating replacements, HVAC replacements, and others	Energy Efficiency Fund

All other capital projects that are either ineligible for existing capital plans or reserve funds, or exceed the available funding within existing capital plans or reserve funds. These capital projects may include but are not limited to;

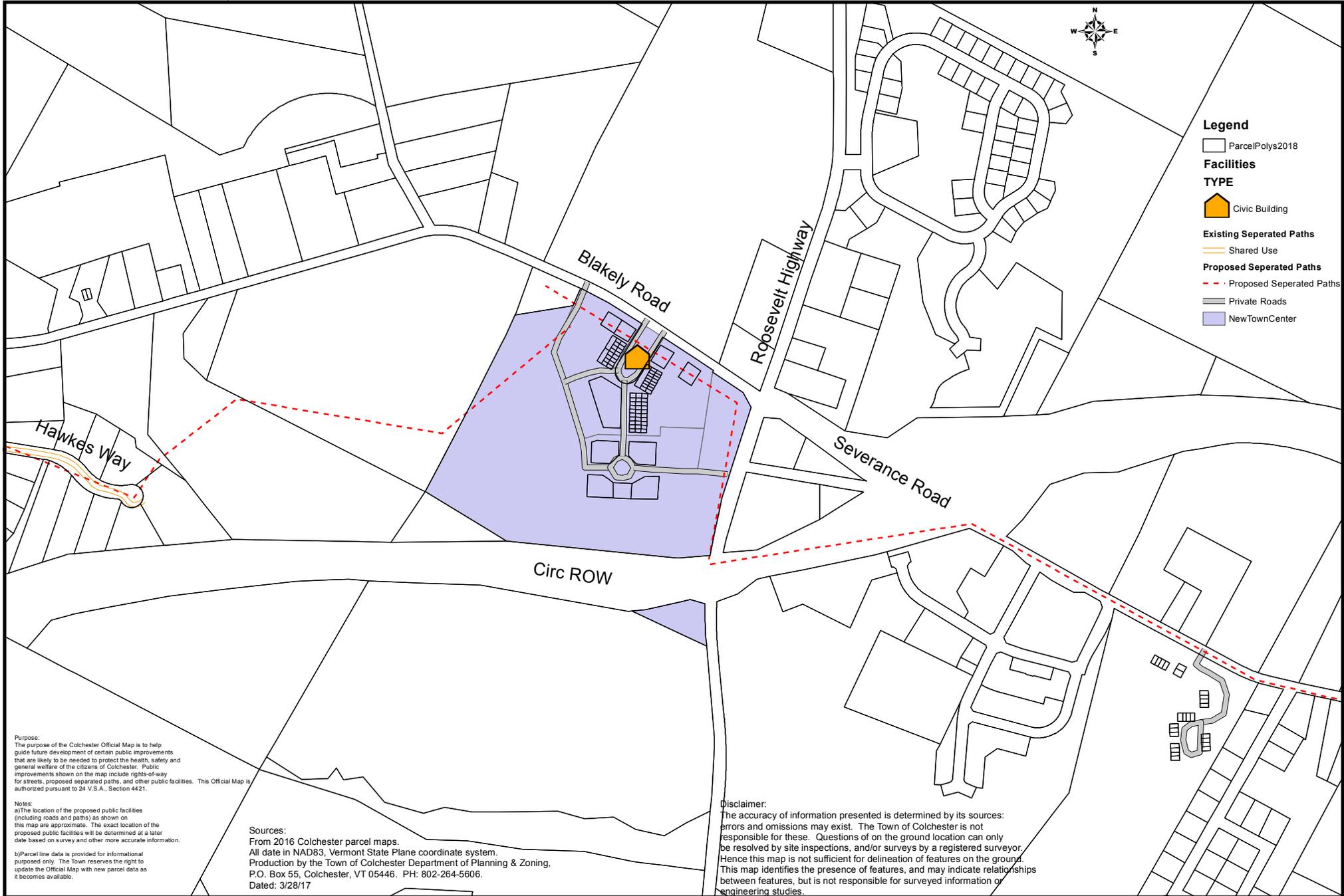
- Reconstruction of Shore Acres sub-division roadways, (\$3.3M)
- Reconstruction of East Road, (\$4.0M)
- Construction of storm drains in areas without drainage, (\$14.8M)
- Re-construction of existing storm drains, (\$7.7M)
- Stormwater management system for Malletts Bay and upland watersheds, (\$10M)
- Sanitary sewers in Malletts Bay, (\$14M)
- Community Center and Park improvements to include an amphitheater, Lake House, pickleball courts and other park improvements, (\$40M)
- Upgrade to the Bayside intersection, (\$2.0M)
- West Lakeshore Drive Bikepath from Prim Road to Bayside, (\$2.0M)
- Pedestrian tunnel under West Lakeshore drive connecting upper and lower Bayside Park, (\$1.2M)
- New roadway through Bayside Hazelett property connecting Blakely Road and East Lakeshore Drive, (\$750,000)
- Upgrade to the Meeting House to accommodate an expansion of the Library including increased program space, (\$1.0M)
- Economic Development Marketing such as gateway treatments and amenities for major Town entrances and various centers, (\$160,000)
- Auxiliary power for Town Office, (\$100,000)
- Replacement of the gazebo at Severance Green (\$20,000)

Intergovernmental revenues, publically approved transfers from the Town's General Fund, Local Options Tax, (As approved by voters) capital fund raising campaigns, grants, donations, future impact fees.

Official Map Inset Colchester, Vermont

*New Town Center layer added for informational purposes
 ** See Vtrans plans for portion to be constructed by State
 ***Remaining sections identified as priority in 2017 Chittenden County
 Regional Active Transportation Plan

Adopted February 24, 2004
 Effective March 16, 2004
 Last Amended April 19, 2017



Purpose:
 The purpose of the Colchester Official Map is to help guide future development of certain public improvements that are likely to be needed to protect the health, safety and general welfare of the citizens of Colchester. Public improvements shown on the map include rights-of-way for streets, proposed separated paths, and other public facilities. This Official Map is authorized pursuant to 24 V.S.A., Section 421.

Notes:
 a) The location of the proposed public facilities (including roads and paths) as shown on this map are approximate. The exact location of the proposed public facilities will be determined at a later date based on survey and other more accurate information.

b) Parcel line data is provided for informational purposes only. The Town reserves the right to update the Official Map with new parcel data as it becomes available.

Sources:
 From 2016 Colchester parcel maps.
 All date in NAD83, Vermont State Plane coordinate system.
 Production by the Town of Colchester Department of Planning & Zoning,
 P.O. Box 55, Colchester, VT 05446. PH: 802-264-5606.
 Dated: 3/28/17

Disclaimer:
 The accuracy of information presented is determined by its sources: errors and omissions may exist. The Town of Colchester is not responsible for these. Questions of on the ground location can only be resolved by site inspections, and/or surveys by a registered surveyor. Hence this map is not sufficient for delineation of features on the ground. This map identifies the presence of features, and may indicate relationships between features, but is not responsible for surveyed information of engineering studies.

REVISION DATE & DESCRIPTION	BY
01/12/18 GENERAL REVISIONS	MEC
02/15/18 ADDED PAVILION	MEC
03/08/18 REVISED PER TOWN	MEC
03/22/18 REVISED PER TOWN	MEC
05/13/18 REVISED PER TOWN	MEC
07/12/18 REVISED PER TOWN	MEC
07/25/18 REVISED PER TOWN	MEC
08/30/18 REVISED PER TOWN	MEC

Plot #	Unit Number	Unit Size	Tenant	Business Type
13	1	4000	18 Severance Green	
13	201	500	McGillicuddy's	Restaurant
13	202	275	Fitzgerald Environmental	Consulting Company
13	203	336	Rebecca Flewelling	Nutritionist
13	204		Fitzgerald Development	Real Estate Development
			Law Office Todd Taylor	Attorney
12	101-2		42 Severance Green	
12	104		Carolyn's Red Balloon	Daycare Facility
12	105,107		Future Einstein's	Private School
12	108	1277	Future Einstein's	Private School
			Einstein's expanding	Private School when open
2	101-2	2906	78 Severance Green	
2	105	366	Law office of Lisa Gale	Attorney
2	(104) 106	1125	Law office of David Buran	Attorney
2	107	729	Mosaic Salon	Hair Salon
2	108	986	Law Offices of Kenny & Fisher	Attorneys
			104 Severance Corner	
			Welcome Center/Sales Office	
			Commerce Way	
11			Inspire Physical Therapy	PT & Dr. office
11			McFadden Irish Dance	Only Irish Dance School in VT

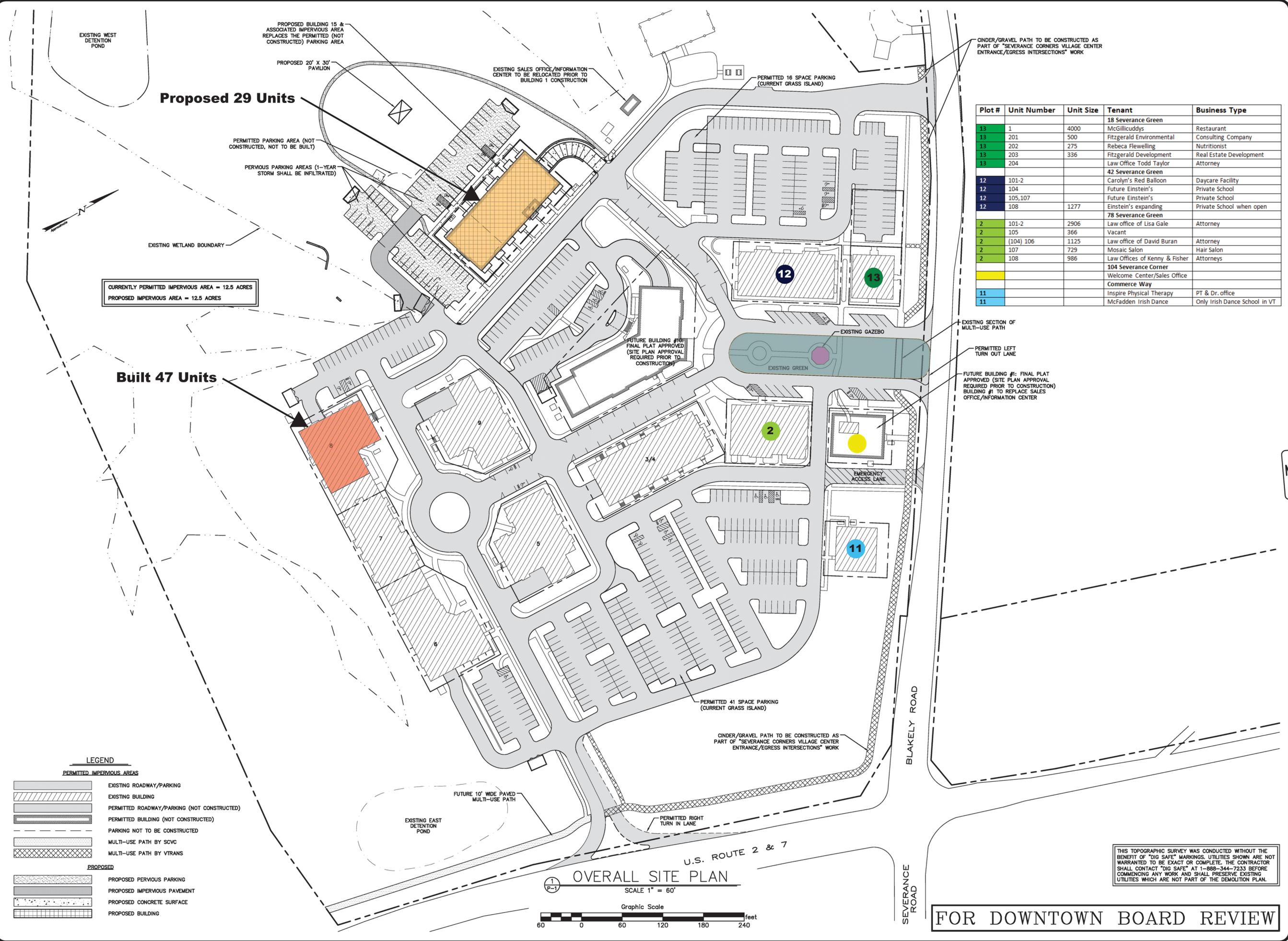
Champlain Consulting ENGINEERS
 85 PRIM ROAD, P.O. BOX 453
 COLCHESTER, VERMONT 05446
 (802) 863-8060 - 864-1878 FAX
 www.champlainconsulting.net
 COPYRIGHT © 2017 CHAMPLAIN CONSULTING ENGINEERS ALL RIGHTS RESERVED

FOR REVIEW FOR CONSTRUCTION
 DATE: 08/30/18
 Champlain Consulting ENGINEERS

SEVERANCE CORNERS VILLAGE CENTER BUILDING 15 OVERALL SITE PLAN
 VERMONT COLCHESTER

DRAWN CCE
 CHECKED MEC
 SCALE 1" = 60'
 DATE 07/28/17
 JOB NO. 15125
 SHEET

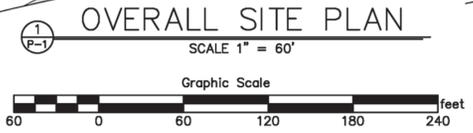
P-1
 OF 13 SHEETS

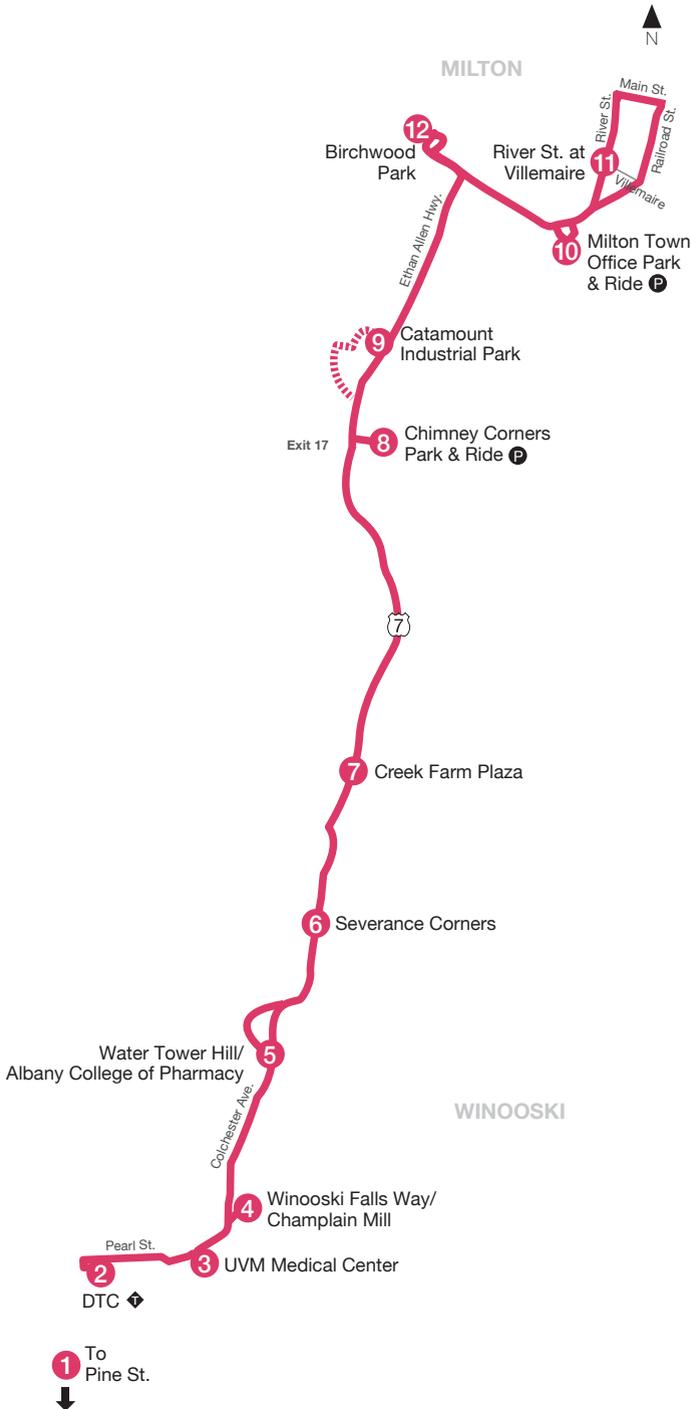


CURRENTLY PERMITTED IMPERVIOUS AREA = 12.5 ACRES
 PROPOSED IMPERVIOUS AREA = 12.5 ACRES

THIS TOPOGRAPHIC SURVEY WAS CONDUCTED WITHOUT THE BENEFIT OF "DIG SAFE" MARKINGS. UTILITIES SHOWN ARE NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT "DIG SAFE" AT 1-888-344-7233 BEFORE COMMENCING ANY WORK AND SHALL PRESERVE EXISTING UTILITIES WHICH ARE NOT PART OF THE DEMOLITION PLAN.

FOR DOWNTOWN BOARD REVIEW





MILTON TO BURLINGTON

	10	11	10	12	9	8	7	6	5	4	3	2	1
AM	6:25	6:35	6:45	R	6:54	7:01	7:07	7:11	R	7:25	7:35	R	
PM	12:57	1:07	1:12	R	1:20	1:28	1:35	1:40	R	R	2:00		
	5:18	5:20	5:30	5:40	5:42	5:47	5:52	5:57	R	R	6:15		
	6:10	6:12	6:20	6:22	6:28	6:32	6:36	R	R	R	6:50		
	10:22	10:27	R	R	R	R	R	R	R	R	11:05		

BURLINGTON TO MILTON

	1	2	3	4	5	6	7	8	10	11	10	
AM	5:50	5:55	6:02	R	6:48	6:55	7:02	R	R	*R	6:25	6:35
PM	12:15	12:22	12:28	12:38	R	R	R	R	12:50	12:57	1:07	
	4:05	4:20	4:30	4:37	4:50	R	R	R	*5:08	5:18	5:20	
	5:05	5:20	5:30	5:37	5:45	R	R	R	*5:58	6:10	6:12	
	9:40	9:45	9:50	9:55	R	R	R	R	10:10	10:22	10:27	

- ◆ Transfer point. Please ask drivers for assistance.
- R On-board request only.
- P Commuter parking available, please look for commuter parking signs.
- * The bus travels to Catamount Industrial Park after Chimney Corners Park & Ride, by on-board request.

MILTON COMMUTER (#56)

AM to Burlington			
Stop	City/Town		Notes
River Street @ Villemare Lane	Milton	Shelter	
River Street @ Barnum Street	Milton		
River Street @ Cherry Street	Milton		
Main Street @ United Church of Milton	Milton		
Railroad Street @ Villemare Street	Milton		
Middle Road @ Domino's Pizza	Milton		
Milton Town Office Park & Ride	Milton	Shelter	
Rt. 7 @ Boysenberry Drive	Milton		
Rt. 7 @ Nancy Drive	Milton		
Birchwood Park	Milton		
Catamount Industrial Park	Milton	On-board request only	
Chimney Corners Park & Ride	Colchester	Shelter	
Creek Farm Plaza	Colchester		
Severance Corners	Colchester	Johanna's Lane @ Sophie's Way	
Rathe Road @ opp. Residence Inn	Colchester		
Mountain View Drive @ Albany College	Colchester		
Mountain View Drive @ opp. Shaw's	Colchester		
Main Street @ Pecor Auto	Winooski	Opp. Bellevue Street. On-board request only	
Main Street @ opp. Platt Street	Winooski	On-board request only	
Champlain Mill	Winooski	On-board request only	
UVM Medical Center	Burlington	Shelter @ Main Entrance	
Pearl Street @ North Prospect Street	Burlington	Shelter	
Pearl Street @ North Union Street	Burlington		
Pearl Street @ St. Paul Street	Burlington	Spots L or K	
College Street @ Pine Street	Burlington	In front of 101 College Street.	
Pine Street @ Maple Street	Burlington		
Pine Street @ opp. Howard Street	Burlington	Across from Dealer.com	
Pine Street @ Burlington Electric Department	Burlington		
Pine Street @ Cumberland Farms	Burlington	Lakeside Avenue	

PM to Milton			
Stop	City/Town		Notes
Pine Street @ Locust Street	Burlington	Shelter across from DPW. No mid-day or 9:40 PM trip service	
Pine Street @ Howard Street	Burlington	Dealer.com. No mid-day or 9:40 PM trip service	
Pearl Street @ St. Paul Street	Burlington	Spots L or K	
Pearl Street @ Hungerford Terrace	Burlington		
UHC	Burlington	Shelter on Pearl Street	
UVM Medical Center	Burlington	Shelter @ Main Entrance	
Champlain Mill	Winooski		
Main Street @ Platt Street	Winooski		
Main Street @ Normand Street	Winooski	Winooski School	
Mountain View Drive @ Shaws	Colchester		
Mountain View Drive @ Fox 44	Colchester		
Rathe Road @ Residence Inn	Colchester		
Severance Corners	Colchester	Johanna's Lane @ Sophie's Way. On-board request only	
Creek Farm Plaza	Colchester	On-board request only	
Chimney Corners Park & Ride	Colchester	Shelter	
Catamount Industrial Park	Milton	On-board request only	
Birchwood Park	Milton	On-board request only	
Rt. 7 @ CITGO Station	Milton		
Rt. 7 @ Ice Barn	Milton		
Milton Town Office Park & Ride	Milton	Shelter. 9:40 and 12:15 PM trips serves after traveling to Main & Railroad Streets	
Rt. 7 @ Centre Drive	Milton	Mobil Station	
River Street @ Villemare Lane	Milton	Shelter	
River Street @ Barnum Street	Milton		
River Street @ Cherry Street	Milton		
Main Street @ United Church of Milton	Milton		
North Road @ Hunting Ridge Ln.	Milton	4:20 PM Departure Only	
Railroad Street @ Villemare Lane	Milton		
Middle Road @ Domino's Pizza	Milton		

AM to Milton			
Stop	City/Town		Notes
Pine Street @ Locust Street	Burlington	Shelter across from DPW	
Pine Street @ Howard Street	Burlington	Dealer.com	
Pearl Street @ St. Paul Street	Burlington	Spots L or K	
Pearl Street @ Hungerford Terrace	Burlington		
UHC	Burlington	Shelter on Pearl Street	
UVM Medical Center	Burlington	Shelter @ Main Entrance	
Champlain Mill	Winooski		
Main Street @ Platt Street	Winooski		
Main Street @ Normand Street	Winooski	Winooski School	
Mountain View Drive @ Shaw's	Colchester	On-board request only	
Mountain View Drive @ Fox 44	Colchester	On-board request only	
Rathe Road @ Residence Inn	Colchester	On-board request only	
Chimney Corners Park & Ride	Colchester	On-board request only	
Premier Coach	Milton	On-board request only	
Catamount Industrial Park	Milton	On-board request only	
Birchwood Park	Milton	On-board request only	
Rt. 7 @ CITGO Station	Milton		
Rt. 7 @ Ice Barn	Milton		
Rt. 7 @ Centre Drive	Milton	Mobil Station	
River Street @ Villemare Lane	Milton	Shelter	
River Street @ Barnum Street	Milton		
River Street @ Cherry Street	Milton		
Main Street @ United Church of Milton	Milton		
North Road @ Hunting Ridge Lane	Milton	On-board request only	
Railroad Street @ Villemare Street	Milton		
Middle Road @ Domino's Pizza	Milton		
Milton Town Office Park & Ride	Milton	Shelter	

PM to Burlington			
Stop	City/Town		Notes
Milton Town Office Park & Ride	Milton	Shelter	
River Street @ Villemare Lane	Milton	Shelter	
River Street @ Barnum Street	Milton		
River Street @ Cherry Street	Milton		
Main Street @ United Church of Milton	Milton		
Railroad Street @ Villemare Street	Milton		
Middle Road @ Domino's Pizza	Milton		
Bombardier Road after entrance of Elm Place Senior Housing	Milton		
Rt. 7 @ Boysenberry Drive	Milton		
Rt. 7 @ Nancy Drive	Milton		
Birchwood Park	Milton		
Catamount Industrial Park	Milton	12:15 & 9:40 PM trips by on-board request. 5:38 PM hard stop	
Chimney Corners Park & Ride	Colchester	Shelter	
Creek Farm Plaza	Colchester		
Severance Corners	Colchester	Johanna's Lane @ Sophie's Way	
Rathe Road @ opp. Residence Inn	Colchester		
Mountain View Drive @ Albany College	Colchester		
Mountain View Drive @ opp. Shaw's	Colchester		
Main Street @ Pecor Auto	Winooski	Opposite Bellevue Street. On-board request only	
Main Street @ opp. Platt Street	Winooski	On-board request only	
Champlain Mill	Winooski	On-board request only	
UVM Medical Center	Burlington	On-board request only. Shelter @ Main Entrance	
Pearl Street @ North Prospect Street	Burlington	Shelter	
Pearl Street @ North Union Street	Burlington		
Pearl Street @ St. Paul Street	Burlington	Spots L or K	
College Street @ Pine Street	Burlington	In front of 101 College Street. No mid-day service	
Pine Street @ Maple Street	Burlington	No mid-day service	
Pine Street @ Opposite Howard Street	Burlington	Across from Dealer.com. No mid-day service	
Pine Street @ Burlington Electric Department	Burlington	No mid-day service	
Pine Street @ Cumberland Farms	Burlington	Lakeside Avenue. No mid-day service	

State of Vermont
Highway Division
Traffic Design Unit
One National Life Drive
Montpelier, VT 05633
vtrans.vermont.gov

Agency of Transportation

[phone] 802-828-4672
[fax] 802-828-2437
[ttd] 800-253-0191

April 23, 2019

Sarah Hadd, AICP, CFM
Director of Planning and Zoning
Town of Colchester
781 Blakely Road
Colchester, VT 05446

RE: Colchester STPG 5600(17)
Severance Corners Project Update

Sarah,

The federally funded project, Colchester STPG 5600(17), at the intersection of US Route 2/7, Blakely Road, and Severance Road is currently under development through the Vermont Agency of Transportation (VTrans). This intersection falls within a High Crash Section as listed in the 2012-2016 VTrans High Crash Location Report and has safety concerns that will be addressed through the project improvements. In addition, this area is a designated Growth Center for the Town which will allow for future development surrounding the intersection. The project intends to improve the safety and mobility of all users of the intersection, while preserving the capacity for future growth and development.

The scope of the project includes widening the intersection to add vehicular, pedestrian, and bicycle capacity and to improve safety for those users. Additional lanes will be added to the intersection as follows:

- US Route 2/7 northbound will receive an additional left turn lane onto Blakely Road
- US Route 2/7 southbound will receive a new shared thru/right turn lane onto Blakely Road
- Severance Road will receive an additional left turn lane and a new designated right turn lane onto US Route 2/7
- Approaches in all directions will include 4' wide shoulders and 5' wide bike lanes to support bicycles traffic

The project will also install a new traffic signal to upgrade the current signal system, including new signalized pedestrian crossings. Shared use paths and sidewalks throughout the area will be installed for additional bike and pedestrian accommodations, consistent with the goals of the Town's Master Plan and the plans for development within the Grown Center. The design team is working closely with the Town and private developers in the area to ensure consistency with the ongoing efforts in the area. New drainage, signs, pavement, pavement markings and other minor highway improvements will be included as well.

The project team held a Public 502 Hearing on October 11th, 2018 and the plans are currently being developed through the remainder of the preliminary design phase. We will be advancing through the right-of-way process in the coming months, and construction is anticipated to begin in 2023.

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Parizo". The signature is fluid and cursive, with the first name "Erin" written in a larger, more prominent script than the last name "Parizo".

Erin Parizo, P.E.
Traffic Design Project Manager

ARTICLE 4: GENERAL DEVELOPMENT DISTRICTS

- 4.01 General Development One GD1
- 4.02 General Development Two GD2
- 4.03 General Development Three GD3
- 4.04 General Development Four GD4
- 4.05 Lakeshore One LS1
- 4.06 Lakeshore Two LS2

4.01 General Development One GD1

- A. Purpose. To provide for residential and compatible commercial featuring convenience of required facilities and essential services in the Colchester Village and Warner's Corners neighborhoods.
- B. Municipal Plan. These regulations hereby implement the relevant provisions of the Town of Colchester adopted municipal plan and are in accord with the policies set forth therein.
- C. Permitted Uses. Those uses indicated in Table A-1 and accessory uses to those uses. Any uses not listed in Table A-1 are prohibited. Items that are not customary as accessory uses to those listed in Table A-1 are prohibited.
- D. Conditional Uses. Those uses indicated in Table A-1 and approved pursuant to Article 8, and accessory uses to those uses. Any uses not listed in Table A-1 are prohibited. Items that are not customary as accessory uses to those listed in Table A-1 are prohibited.
- E. Area, Density, and Dimensional Requirements. In the GD1 District, all requirements of this Section 4.01 and Table A-2 shall apply.
- F. Additional Standards.
1. Multi-family dwellings shall be subject to Planned Residential Development Review, as per Article 9.
 2. Residential units and commercial uses may be permitted to occupy the same building subject to the Conditional Use and Site Plan criteria and the following standards:
 - (a) Qualifying commercial uses shall be limited to: convenience stores without gas sales, general merchandise less than 10,000 sq. ft. no drive-up, retail food establishment with store area less than 5,000 sq. ft., automotive accessory sales without installation, general office, medical office less than 10,000 sq. ft., financial institution, personal or business service, artist production studio, cultural facilities less than 500 sq. ft., nursing care home, day-care facilities, or standard restaurants.
 - (b) The residential units shall have an entrance separate from the proposed commercial use.
 - (c) Multiple commercial uses within the building may be considered however the commercial uses shall not adversely affect the proposed residential units. Hours of operation of the commercial uses may be restricted to ensure no adverse affect to the residences.
 - (d) Residential units converted from non-residential square footage in existence prior to January 1, 2004 under this section shall not be subject to Planned Residential Development review.

4.02 General Development Two GD2

- A. Purpose. To provide a range of commercial, light industry and compatible multi-family dwellings and related uses for the Fort Ethan Allen neighborhood and vicinity.
- B. Municipal Plan. These regulations hereby implement the relevant provisions of the Town of Colchester adopted municipal plan and are in accord with the policies set forth therein.
- C. Permitted Uses. Those uses indicated in Table A-1 and accessory uses to those uses. Any uses not listed in Table A-1 are prohibited. Items that are not customary as accessory uses to those listed in Table A-1 are prohibited.
- D. Conditional Uses. Those uses indicated in Table A-1 and approved pursuant to Article 8, and accessory uses to those uses. Any uses not listed in Table A-1 are prohibited. Items that are not customary as accessory uses to those listed in Table A-1 are prohibited.
- E. Area, Density, and Dimensional Requirements. In the GD2 District, all requirements of this Section 4.02 and Table A-2 shall apply.
- F. Additional Standards.
1. Multi-family dwellings, in addition to the Planned Residential Development criteria contained in Article 9, shall be subject to the following standards:
 - (a) Class one properties, or properties with municipal water and municipal sewer, shall have a maximum residential density of ten (10) dwelling units per acre unless otherwise provided through the use of transfer of development rights under Section 7.06 herein.
 - (b) Class two properties, or properties with municipal water and on-site septic, shall have a maximum residential density of four (4) dwelling units per acre.
 2. Outside storage for any use shall be confined to the rear yard and shall be screened from view from any side by a sufficiently high wall or fence or by appropriate landscaping such as berms, hedges and /or shrubbery.
 3. All equipment maintenance, repair or manufacturing operations shall be within enclosed structures.

4.03 Severance Corners Form-Based District

- A. Purpose. To facilitate a development pattern and interconnected street network within the Severance Corners Form-Based District that is modeled on traditional New England downtowns. The district shall be characterized by higher-density, mixed-use, multi-story buildings that can accommodate retail, office, commercial, light industrial, civic and residential uses. It shall have buildings set close to the sidewalk with entrances, storefronts and windows facing the street. Streets with curbs, street trees and sidewalks shall define small- to medium-sized blocks.

B. Municipal Plan. These regulations implement the relevant portions of the Town of Colchester adopted municipal plan and are in accord with the policies set forth in the municipal plan.

C. Allowed Uses. Those uses indicated in Table 1 (below) and accessory uses to those uses. Any uses not listed in Table 1 are prohibited. Items that are not customary as accessory uses to those listed in Table 1 are prohibited. Table 1 (below) includes classes of uses (i.e. office); refer to Table A-1: Table of Uses for a detailed list of uses within each class (i.e. general office, research facility or laboratory, medical office).

D. Establishment of Street Types. Development under the form-based code for this district shall be regulated by street type. Three street types are established, in order from highest to lowest: A Streets, B Streets, and C Streets. When the streets intersect, the primary street frontage is the highest order street type. The front of a principal building and its main entrance shall face the primary street frontage.

E. Classification of Streets. U.S. Route 7 & 2, Blakely Road and Severance Road shall be A Streets. The classification of any new public or private streets serving development within this district shall be approved by the Town of Colchester at the time of subdivision or site plan approval. Not more than 50% of the total length of new streets within any development shall be classified as a C Street.

F. Block Standards. No block, which includes an A or B Street, shall exceed a total perimeter length of 1,600 feet. Any block side on an A or B Street longer than 400 feet shall be broken up by a right-of-way allowing, at a minimum, through pedestrian connections.

G. Development Standards. All development in the Severance Corners Form-Based District shall be subject to the standards set forth in Tables 2-6 below.

H. Definitions. Terms specific to this section are defined as follows:

Frontage Buildout. Frontage buildout shall be calculated based on the widest point of a building between the minimum and maximum front setback lines and the width of the lot at the front lot line.

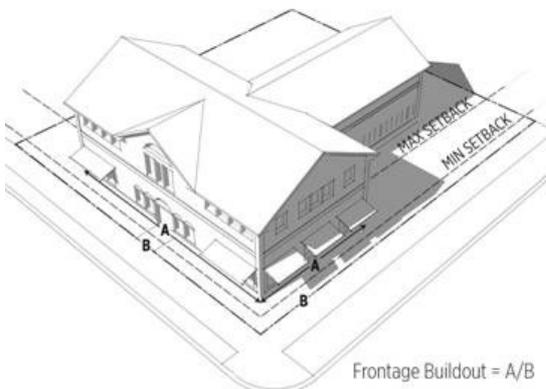


Table 1. Allowed Uses

USE (SEE SUPPLEMENT 30 (TABLE A-1: TABLE OF USES) FOR A DETAILED LIST OF USES WITHIN EACH CLASS)	A STREET		B STREET		C STREET	
	GROUND FLOOR	UPPER FLOOR	GROUND FLOOR	UPPER FLOOR	GROUND FLOOR	UPPER FLOOR
1.100 Single-Family Dwelling					P	P
1.200 Two-Family Dwelling					P	P
1.300 Multi-Family Dwelling		P	C	P	P	P
1.400 Dwellings (w/ services, care or treatment)	P	P	P	P	P	P
1.530 Hotel & Motel	P	P	P	P		
1.540 Extended Stay Hotel	P	P	P	P	P	P
1.550 Inn	P	P	P	P	P	P
1.600 Temporary Residences		P		P	P	P
1.700 Home Businesses		P		P	P	P
2.110 Convenience Store	P		P			
2.120 Shopping Center	P	P	P	P		
2.130 Retail Sales	P	P	P	P		
2.140 Retail Food Establishment	P	P	P	P		
2.150 Wholesale Establishment			P	P		
2.610 General Merchandise Rental	P		P			
3.100 Office	P	P	P	P	P	
3.200 General Services	P	P	P	P	P	
4.100 Manufacturing (fully enclosed)			P	P		
5.000 Edu., Cultural, Religious & Social Uses	P	P	P	P	P	P
6.100 Recreation & Entertainment (indoor)	P	P	P	P		
6.210 Private Recreational Facilities	P	P	P	P	P	P
6.220 Public Outdoor Recreation	P		P		P	
6.300 Coliseums and Stadiums	P	P	P	P		
7.000 Institutional Residence & Care Facilities		P	P	P		
8.000 Restaurants, Bars & Nightclubs	P	P	P	P		
9.100 Automobile Parking	P	P	P	P		
9.230 Archival Facility		P	P	P		
9.240 Distribution Facility			C	C		
11.030 Public & Semi-Public Facilities	P	P	P	P	P	P
11.300 Transit Center			C	C		
11.400 Public Garage	P	P	P	P		
11.500 Municipal Services	P	P	P	P		
11.800 Post Office	P	P	P	P		
11.900 Essential Service Facility	P	P	P	P	P	P
12.000 Towers and Related Structures		P		P		

13.000	Temporary Structures	P	P	P	P	P
14.000	PUDs	P	P	P	P	P

Table 2. A Street Dimensional Standards

A Streets are lined with mixed-use, multi-story storefront buildings that are positioned at the front of each lot. The following standards shall apply to all lots and buildings fronting on an A Street:



2.A Lot Configuration	
A	Lot width 20 ft min, 180 ft max
B	Lot depth 80 ft min
C	Lot coverage 90% max
D	Frontage buildout 60% min
2.B Building Placement	
Principal Building	
E	Front setback 0 ft min, 18 ft max
F	Side setback 0 ft min
G	Rear setback 12 ft min
Accessory Building	
H	Front setback 20 ft + principal bldg setback min
I	Side setback 3 ft min
J	Rear setback 3 ft min
2.C Building Form	
Principal Building	
K	Stories 2 min, 5 max (no more than 60% of the total frontage of the A streets in a development may be the min height.)
L	Ground floor ceiling height 9 ft min, 24 ft max Ground floor façade height 12 ft min, 24 ft max
M	Upper floor ceiling height 8 ft min, 16 ft max
N	Portions of a building not meeting the minimum height shall not be used to calculate frontage buildout.
Accessory Building	
O	Stories 2 max
P	Ground floor ceiling height 16 ft max
Q	Upper floor ceiling height 12 ft max

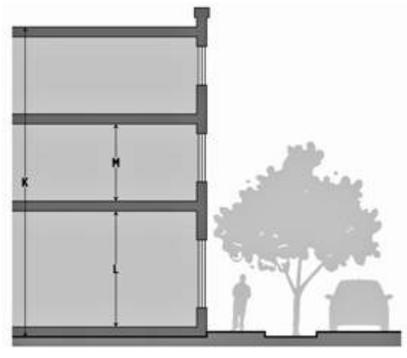
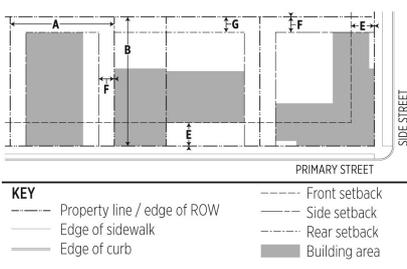
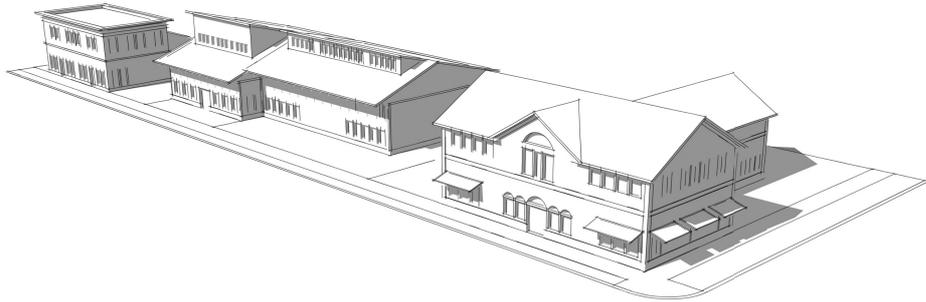
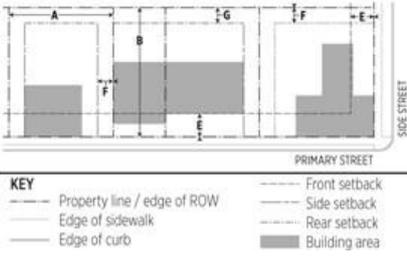


Table 3. B Street Dimensional Standards

B Streets feature mixed-use, multi-story buildings that are positioned near the front of each lot. The following standards shall apply to all lots and buildings fronting on a B Street:



3.A Lot Configuration	
A	Lot width 20 ft min, 150 ft max
B	Lot depth 80 ft min
C	Lot coverage 85% max
D	Frontage buildout 50% min
3.B Building Placement	
Principal Building	
E	Front setback 0 ft min, 18 ft max
F	Side setback 0 ft min
G	Rear setback 12 ft min
Accessory Building	
H	Front setback 20 ft + principal bldg setback min
I	Side setback 3 ft min
J	Rear setback 3 ft min
3.C Building Form	



Principal Building		
K	Stories	2 min, 4 max
L	Ground floor ceiling height	9 ft min, 24 ft max
M	Upper floor ceiling height	8 ft min, 16 ft max
N	Portions of a building not meeting the minimum height shall not be used to calculate frontage buildout.	
Accessory Building		
O	Stories	2 max
P	Ground floor ceiling height	16 ft max
Q	Upper floor ceiling height	12 ft max

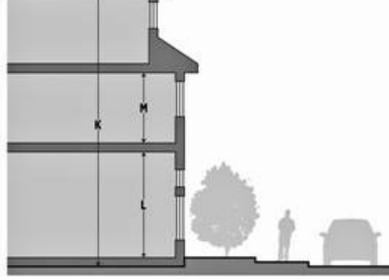


Table 4. C Street Dimensional Standards

C Streets feature multi-story residential and compatible mixed-use buildings that are set back from the street behind a shallow green strip. The following standards shall apply to all lots and buildings fronting on a C Street:



4.A Lot Configuration		
A	Lot width	30 ft min, 120 ft max
B	Lot depth	80 ft min
C	Lot coverage	85% max
D	Frontage buildout	40% min
4.B Building Placement		
Principal Building		
E	Front setback	6 ft min, 24 ft max
F	Side setback	0 ft min
G	Rear setback	12 ft min
Accessory Building		
H	Front setback	10 ft + principal bldg setback min
I	Side setback	3 ft min
J	Rear setback	3 ft min
4.C Building Form		
Principal Building		
K	Stories	1.5 min, 3 max
L	Ceiling height	8 ft min, 12 ft max
Accessory Building		
M	Stories	2 max
N	Ceiling height	12 ft max

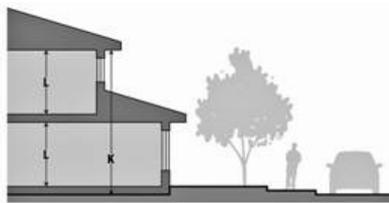
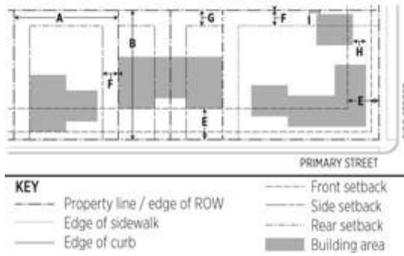
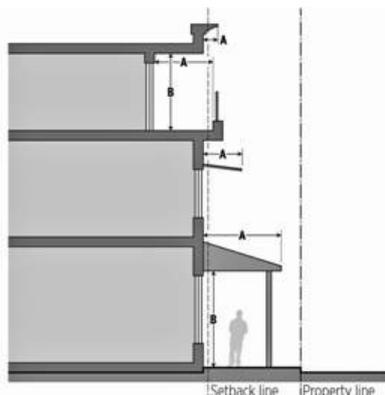


Table 5. Architectural Standards

The following standards shall apply to all buildings within the Severance Corners Form-Based District:

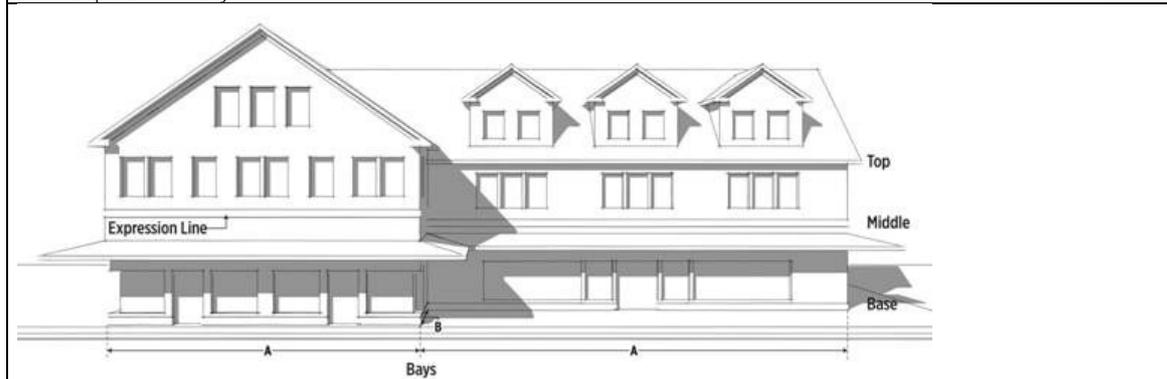
5.A Projecting Façade Elements		
Projecting façade elements may encroach within setbacks as specified below, but shall not extend beyond lot lines.		
Projecting façade elements shall not be used to meet frontage buildout requirements, with the exception of a colonnade or arcade with enclosed upper floor space above.		
Awnings and Marquees		
A	Depth	4 ft min, 12 ft max
B	Vertical Clearance	10 ft min
C	Length	25% of façade min
Porches and Balconies		
A	Depth	6 ft min, 16 ft max
B	Vertical Clearance	8 ft min
C	Length	8 ft min
Porches and balconies shall be open and unenclosed. Ground-floor, front porches shall not be screened.		
Colonnades and Arcades		
A	Depth	8 ft min, 20 ft max
B	Vertical Clearance	10 ft min
C	Length	75% of façade min
Colonnades and arcades shall only be permitted on street-facing façades along an A or B Street.		



Stoops and Patios	
A Depth	6 ft min
D Height Above Sidewalk	2 ft max
C Length	6 ft min
Stoops and patios shall not restrict sidewalk width to less than 4 feet on a C Street or 6 feet on an A or B Street.	
Bay Windows	
A Depth	6 ft max
C Length	8 ft max
Bay windows shall have fenestration on both front and side surfaces.	
Eaves and Cornices	
A Depth	18 in min, 36 in max
Overhang depth for secondary roofs over building elements such as porches or dormers, or for primary roofs on small accessory buildings may be reduced to 9 inches.	

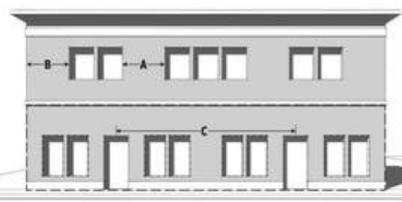


5.B Walls & Facades	
Composition	
Street-facing building facades shall have a defined base, middle and top formed by an articulated cornice and roof.	
An expression line shall delineate the division between the first and second story on facades facing an A or B Street.	
The second story on an A or B Street must have an articulated vertical façade of 50% or greater in order to be considered for a second story.	
Cornices and expression lines shall either be moldings or jogs in the surface plane of the building wall with a minimum depth of 2 inches.	
All building facades facing an A or B Street shall incorporate at least one of the following elements at ground level: awnings, porches, colonnades, arcades, or storefronts.	
All building facades facing a C Street shall incorporate at least one of the following elements: porches, balconies, stoops, or bay windows.	
The total frontage of B Streets within a development shall not be more than 50% multifamily in use on the ground floor.	
Bays	
Street-facing building facades greater than 60 feet in width shall be divided into bays.	
A Bay Width	20 ft min, 60 ft max
B Depth Between Bays	4 ft min



5.C Roofs	
Type	
Buildings fronting on C Streets shall have pitched roofs. Buildings fronting on an A or B Street may have pitched or flat roofs.	
Pitched Roofs	
Pitched roofs shall be a symmetrical gable, hip, gabled hip, hipped gable or cross gable with a pitch no less than 5:12.	
Secondary shed roofs with a pitch no less than 2:12 may be used over building elements such as porches or dormers.	
Flat Roofs	
Flat roofs shall incorporate a cornice and parapet designed to screen views of the roof surface and any roof-mounted equipment from street level.	

5.D Windows & Doors	
Openings in Street-Facing Facades	
Ground Floor (A Street)	40% min
Ground Floor (B Street)	30% min
Ground Floor (C Street)	30% min
Upper Floor (all streets)	10% min
A Blank Walls (all streets)	20 ft max
Windows	
All windows facing streets, except for storefront display windows, shall be rectangular or arched & shall be oriented vertically. Vertical windows may be grouped in a horizontal opening.	
Windows facing streets shall use transparent glazing materials and shall provide view of interior spaces.	
B	Except as part of a storefront, windows shall not be closer than 2 feet to building corners.
Shutters shall be sized so as to equal the width required to cover the window opening and shall be installed with the hardware necessary to make them functional.	



Drive-through service windows may *not* be permitted on the front facade of buildings.

□ Wall openings
□ Total facade area

Doors

C Pedestrian-entry doors shall be provided at intervals no greater than 50 feet along all street-facing facades.

Sliding, patio-style doors shall not be located on ground-floor, street-facing facades.

Service, security or garage doors shall not be located on street-facing facades, except for residential garages on C Streets (see 6.A below).

Storefronts

D Storefronts shall have transparent display windows covering no less than 70% of the portion of the wall between 1 and 7 feet above the adjoining sidewalk or ground.

E Display windows shall sit on a 1- to 2-foot high bulkhead and shall be a minimum of 5 feet high. Display windows may be oriented horizontally. Residential style windows shall not be used on a storefront.

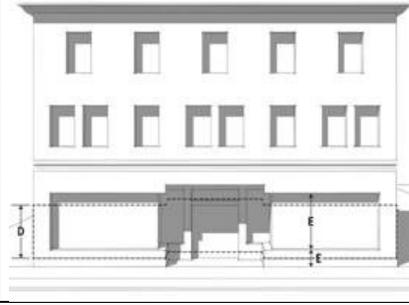


Table 6. Parking Standards

It is the intent of these standards to ensure a balance between compact pedestrian-oriented development and necessary vehicle storage. The following standards shall apply to all surface and structured parking within the Severance Corners Form-Based District in addition to all other applicable provisions of these regulations (in the case of a conflict, the standards below shall govern):

6.A Placement	
Surface Parking	
A	Surface parking located on a lot with a principal building shall be located behind the principal plane of the building and a minimum of 9 feet from the front lot line.
B	Surface parking located on a lot without a principal building shall be set back from streets with landscaped green spaces as follows:
	Setback (A Street) 30 ft min
	Setback (B Street) 20 ft min
	Setback (C Street) 10 ft min
Parking Structures	
Liner buildings shall be provided between above ground parking structures (with more than 3 stories of parking above grade) and streets. Liner buildings may be attached to or detached from parking structures.	
C	Liner Building Depth 24 ft min
Residential Garages	
Residential garages may front on C Streets, but wherever possible they should face the side or rear.	
D	Residential garage doors facing a C Street shall be set back a minimum of 8 feet behind the principal plane of the building and shall not exceed 10 feet in width when the door faces the street.
6.B Design	
E	Consecutive Surface Parking Spaces Per Row 10 max
F	Landscape strips at least 6 feet in width shall be provided between aisles of surface parking and islands at least 9 feet in width shall be provided at the end of and within aisles (to divide consecutive rows of parking). Use of LID approaches to stormwater management within surface parking lots is encouraged and landscape strips may be used to collect and infiltrate runoff.
6.C Amount	
There are no minimum number of parking spaces required for any use within this district.	
Parking spaces do not have to be contiguous with the building or use they serve.	
G	No surface parking lot shall include more than 150 spaces. This calculation shall include all contiguous parking areas not separated by buildings, streets, or green spaces at least 50 feet in width.

