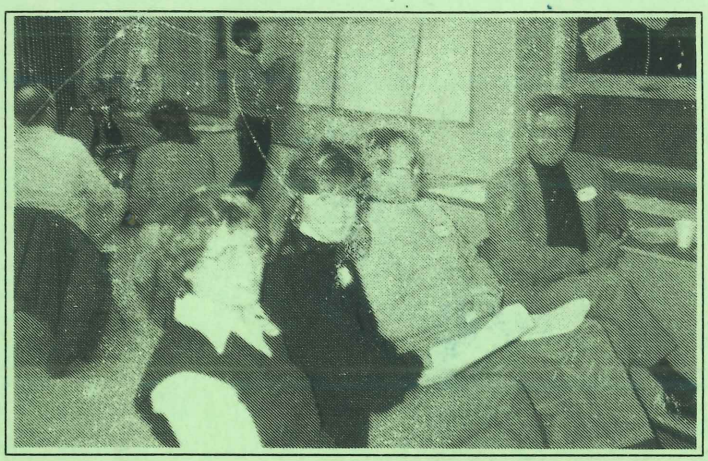

WILLISTON COMPREHENSIVE PLAN

TOWN OF WILLISTON VERMONT 1763

WILLISTON COMPREHENSIVE PLAN

Prepared by the
Williston Planning Commission

With the assistance of
Humstone Squires Associates
Burlington, Vermont

Adopted January 23, 1990

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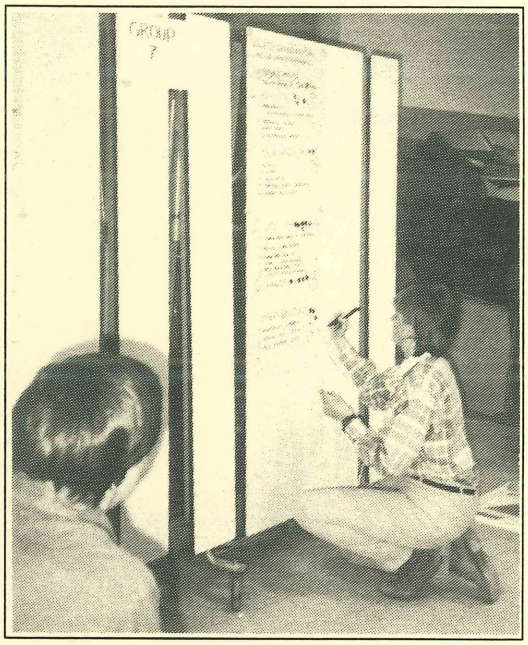


I. FOREWORD

I. FOREWORD

The Comprehensive Plan is the principal statement of policy for the Town of Williston. It presents a vision for the town's future, and a series of strategies for achieving that vision. It guides the Town's efforts in land use planning and growth management, in the provision of public facilities and services, in environmental protection, economic development and land conservation. It is implemented through the various town ordinances and regulations, through town participation in federal and state processes and through the town's approach to raising and spending its money.

A comprehensive plan should state the town's aims broadly, to allow for application to a wide range of situations, yet with sufficient detail to provide a basis for case-by-case decision making. It must provide the town with a central theme, yet allow for flexibility and creativity in its application. The town has many facets. Each has a place in the town's future, and should be accommodated in the application of the plan.

A. Vision Statement

This plan has a 20 year time horizon. By taking this long view, the Town is able to pursue strategies that, over time, will achieve its vision for Williston. That vision involves the rounding out of Williston Village as the Town's civic center and residential focus, with tightly knit neighborhoods surrounding the school, green and Town offices. Serving a different function, namely that of the Town's employment and commerce center, is Taft Corners. It is envisioned as a compact, mixed-use area, serving the needs of a portion of Chittenden County, with residential uses adjacent to and integrated with shops and offices. These centers are designed to favor the pedestrian, and to engender a strong feeling of community.

North of the Interstate, the centers are surrounded by houses at slightly lower densities, and are separated and delineated by selected open spaces. Open land continues to distinguish the area south of the Interstate, with rural residential hamlets at crossroads and other favorable locations. A network of greenways and trails connects neighborhoods and public parks, serving walkers, runners, skiers and snowmobilers. Industry flourishes in industrial parks in the northwestern part of Town, served by an expanded roadway network. New or improved roads provide good access to highways and permit motorists to get around activity centers. Compact design and regional bus service encourage people to enjoy those centers without their cars.

To achieve its vision, the Town will manage the rate and scale of growth. The Town will not become exclusive or shirk its responsibilities. It will support its fair share of growth in the region, both in terms of numbers and diversity, but will balance that growth with its ability to provide services. The Town's vision features quality education, safe travel and a clean environment. None of these are possible if growth is

A. Vision Statement *(cont.)*

excessive. Capacity in the various town facilities is finite. Expanding capacity, through a school addition or roadway enlargement, is expensive and requires planning and forethought. The Town will deal with such matters in an orderly fashion, based on a program for capital improvements, in line with a predictable and manageable rate of growth.

It has been said that a community can create the future or simply become the victim of it. Williston has a vision of the future and, through this plan, has established a blueprint for its creation.

B. Authority

Authority to prepare and implement the plan is granted to the town through the Vermont Planning and Development Act, Title 24 of the Vermont Statutes Annotated, ChaPer 117. The purpose of the Act is to "encourage the appropriate development of all lands ... in a manner which will promote the public health, safety, morals, prosperity, comfort, convenience, efficiency, economy and general welfare; and to provide a means and methods for the municipalities and regions of this state to plan ... and to implement those plans...". In 1988, the Vermont Legislature adopted Act 200, which further refined the State's planning statute. Act 200 contains a series of goals and policies that have been added to the statement of purpose in Chapter 117, under § 4302. These goals and policies have guided the development of the Williston Comprehensive Plan, and are listed in Appendix 1.

C. Planning Process

The preparation of this plan has been enhanced through an extensive process of citizen participation. Elected and appointed town officials have met frequently to discuss the scope and direction of the plan and its policies. Town residents have participated actively in a series of public forums and workshops. The statement of objectives that follows is drawn from the record of these forums, and reflects the thinking of a broad cross-section of Williston residents. To confirm this point, and to obtain guidance on the most acceptable strategies for implementing the plan, a telephone survey was conducted, using accepted sampling and interviewing techniques. While not every household in Williston was contacted, the survey techniques used provide a strong indication of the opinions of the full voter checklist. The methodology and results of this survey are described in Appendix 2, and are reflected in the direction set out in the Comprehensive Plan.

The planning process also involved coordination with various private organizations, regional agencies and departments of state government. To the fullest extent possible, this plan is drawn in the context of the larger Chittenden County region, and reflects trends in neighboring communities.

C. Planning Process *(cont.)*

Vermont law requires that a plan be reviewed, updated and readopted at least every five years. This is appropriate, as the plan addresses matters that are in a constant state of change and evolution. In particular, assumptions in this Plan about housing demand and sewer capacity will need to be evaluated in light of new data.

This Comprehensive Plan recognizes and accepts the forces of change that exist in Williston and Chittenden County. It is the goal of the plan to harness those forces, and channel them in a direction the produces a favorable environment for the town as a place to live and work.

II. OBJECTIVES AND POLICIES

II. OBJECTIVES AND POLICIES

Listed below are a series of objectives and policies. As used in this plan, an objective is a desired outcome of the Town's combined efforts to manage and direct its future, while a policy is a guide to decision-making that should lead to the achievement of the objectives.

A. Objectives

1. Sense of Community

The unifying objective of the Williston planning process and of this Comprehensive Plan is to maintain and strengthen the sense of community in the town. This will entail the preservation of the town's identity and its autonomy. It will require a continuation of the feeling of trust among neighbors, through communication and the promotion of community.

2. Approach to Planning

The planning process should derive from a vision for Williston's future. That vision is characterized by a balance in the town's future development, and by the resolution of conflicts between development and the town's conservation objectives. To be successful, the town should anticipate and not simply react to the forces for change, and it should control and guide the future through an informed decision-making process.

3. Conservation

The elements of the town's character and heritage must be preserved if Williston is to maintain its unique identity. The town must protect the quality of its natural environment. It will support existing agricultural uses and will protect its agricultural potential through the conservation of the open space that defines its scenic beauty. Of equal significance is the maintenance of the town's historic resources, both in the Village and in outlying areas.

4. Responsible Growth

The town's conservation objective can best be achieved through an affirmative effort in support of balanced and responsible growth and development. The town must allow for growth in each land use category, including a mix of all types of housing. The town will work to accommodate its 'fair share' of the region's affordable housing stock. Further, the town will seek to provide career opportunities for its residents and to encourage commercial and industrial development for the town's benefit and appropriate for the area's needs.

II. OBJECTIVES AND POLICIES

A. Objectives *(cont.)*

5. Town Services

Future growth will be directed to locations equipped with adequate town services, and will be limited in amount to that which can be supported by those services. The town will seek to provide a satisfactory highway network, one that does not encourage strip development or physical division of the town. The town should manage traffic levels, patterns and flows to balance efficiency, safety and the town's character. The town should continue to provide quality education, and to create additional recreation opportunities and facilities.

B. Policies

1. Resource Conservation

The Town will conserve natural and fragile areas, including flood prone areas, aquifers, wetlands and critical wildlife habitat, from conversion and encroachment. Earth resources, including selected prime agricultural soils, sand and gravel deposits, will also be conserved for future use, as will cultural resources including open space, scenic vistas, recreation lands and trail corridors. The Town will designate growth centers that minimize adverse impacts on the resources, and that will accommodate development so that the more heavily resource endowed parts of town are relieved from development pressure. Subdivision and development that does occur in proximity to the resources will be of a type and scale, and will be sited so that use of the resource remains possible.

2. Historic and Archaeological Resource Preservation

The Town will designate historic resources, including sites, structures, landscapes, and districts, and will promote their recognition through listing on State and National registers. In selected areas, including Williston Village, the Town will insure that land subdivision and development is compatible with the historic resource. The Town will maintain an Archaeological Sensitivity Map, and will cooperate with land owners and State and Federal agencies in their efforts to protect the resource.

3. Development Distribution

The Town will encourage the creation of selected growth centers to cause a pattern of compact settlement, surrounded by open land. This pattern will be adapted to existing land use patterns which in portions of the town are more sprawling in character. Land uses will be separated where necessary to avoid conflict. Compatible land uses will be encouraged to settle in a mixed pattern. Density of land use will be significantly higher in the centers than in the countryside, with consideration for the capacity of support systems such as sewage disposal and roads.

B. Policies *(cont.)*

4. Development Form

In mixed use centers, the Town will encourage a framework for development by designating future road locations. Standards for building setbacks, lot coverage and height will establish an integration of uses, as opposed to the isolated pattern of buildings on broadly separated lots familiar in suburban settings. Shared parking facilities and public spaces will be incorporated into such centers, and pedestrian circulation will be accommodated.

Outside of centers, in areas with an existing pattern of development on individual lots, this form will be maintained with emphasis on compatibility of uses, traffic circulation and access to arterial roads and the Interstate Highway network. Included in this category would be the light industrial and residential neighborhoods in the northwest part of Williston.

In the countryside, residential hamlets will be designated where cluster patterns consistent with land form will be encouraged. Density and size of each hamlet will depend upon land availability and sewage disposal capacity. Consideration of the resources described in 1., above, will be critical in the designation of hamlet locations.

Outside of hamlets in the countryside, development will be limited to uses compatible with the area's character and resources. Because of soil limitations, the overall density of development will continue to be low, however the Town will minimize the fragmentation of resource lands through clustering provisions in its bylaws.

5. Rate of Growth

The Town will regulate the rate at which new development occurs through a phasing program. The program will be based upon the availability of current and planned facilities and services, including the capacity of schools, the capacity and useful life of the sewage collection and treatment system, roadway capacity and air quality considerations. Growth in the region will also be a factor in determining an appropriate rate of growth in Williston, based upon the Town's role in the region. Growth in employment should complement the Town's population growth rate. Economic considerations, including Grand List growth and the feasibility of phasing rates for a given development project, will be a factor, as will consideration of the character of the Town.

6. Capacity Allocation

The capacity of town services, including sewage collection and treatment, will be allocated in a manner consistent with the land use and

B. Policies *(cont.)*

6. Capacity Allocation *(cont.)*

growth rate objectives of this plan. Areas to be served will be those where higher density development is desired. Developments within the sewer service area will be required to connect to the system. The amount of capacity made available to such areas, and the rate at which that capacity is provided will also be consistent with the policies set out above.

7. Private/Community Sewage Systems

Private community sewer systems will be limited to those instances where such a system is necessary to support a pattern of development that enables conservation of Prime Open Land and other open space resources, as described in the Land Use section of this Plan. Where use of such a system is authorized, the Town will set permit conditions and require provisions in deeds and other land records governing the responsible entity, its ability to assess its members for costs, system maintenance inspections, and waiver of Town responsibility for system repair or replacement. The Town will also seek to coordinate its efforts with the Vermont Agency of Natural Resources.

8. Transportation

The Town will take an integrated approach to transportation, including private automobile, public bus transit, bicycle, pedestrian and other non-motorized modes. The Town recognizes the importance of distinguishing the travel functions of arterial roads from the land use access functions of lessor roads. The impact of traffic from new development will be determined, and mitigation required as a condition of Town approvals. The town will encourage pedestrian and bus travel by establishing compact development centers. Trail locations and new road rights-of-way will be established and secured.

9. Recreation

The town will cooperate with individuals, private groups, the school system and with regional organizations to develop and maintain recreation facilities for the enjoyment of people living, working or visiting Williston. Additional demand for recreation generated by new growth will be met through land dedication or impact fees, consistent with Vermont law. Privately owned recreation land should be so designated in the Town's zoning bylaw, and should be taxed according to its value as recreation land rather than development land. The town will work to secure easements for a network of recreation trails and paths, and will establish recreation areas in and around growth centers and hamlets.

B. Policies *(cont.)*

10. Agriculture

The town recognizes and values the role that farming and farmers have played in its history and in the creation of the open land and historic structures that make Williston beautiful. The Town further recognizes the importance of an agricultural sector to its character and social fabric. The Town appreciates the economic burdens confronting the farmer and the pressures inherent in the pattern of growth in Chittenden. Farmers, as any other class of landowners, are entitled to a full and fair return on their investments and full equity from their assets. If the business of agriculture cannot justify its continuation by a given farmer, the Town will not obstruct that farmer's efforts to cease or modify the business. The Town will provide tax reductions for farm operators and will develop conservation easement acquisition programs that encourage the continuation of farming. The town will work to protect the future potential of agriculture. It will discourage incompatible development and work to insure that subdivision and land development minimize the fragmentation or conversion of agricultural land. Town facilities will be located and capacity allocated in a manner that avoids agricultural land consumption and induced development in agricultural districts.

11. Economic Development

The Town will encourage job creation in Williston, consistent with its role in the region. The town will seek a cross section of jobs, in a range of employment sectors, that offer career opportunities at wages that allow the worker to live in Williston. Jobs should be located primarily in areas designated for development, with access to services, arterial roads and the Interstate highway network. The recreation and housing needs of employees, and impacts on services will be addressed in the course of review of economic developments in the Town. The rate of commercial and industrial development and job creation will be controlled, consistent with capacity of infrastructure, Grand List growth objectives and the character of the Town.

12. Housing

The town will designate areas and allocate capacity in its infrastructure to support residential development. The amount of such development and the rate at which it is phased will be governed by the adequacy of facilities, by the demand in the region and the Town's role in meeting that demand, as set forth in this plan. The Town will permit a range of housing types, including multi-family and manufactured housing, and will participate in efforts to provide housing affordable to all income groups.

B. Policies *(cont.)*

13. Environmental Protection

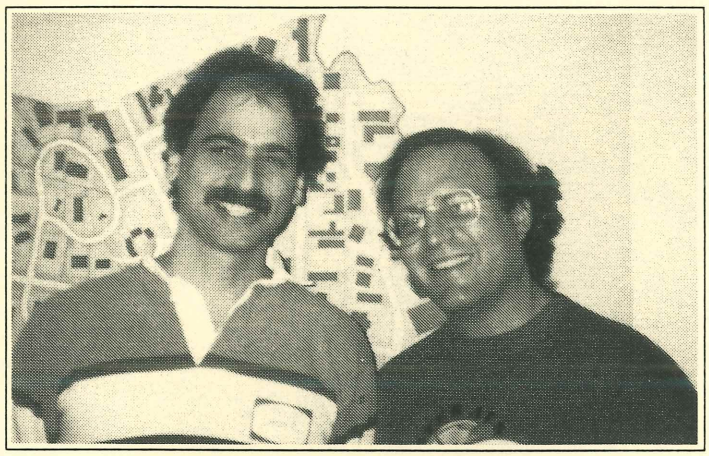
The Town will limit development size and concentration to levels that can be accommodated within applicable state and federal air or water quality standards. The Town will maintain review of all on-site septic systems, will require connection to the central sewer system where service is authorized, and will cooperate with the development community and the State of Vermont in the establishment of an air quality monitoring program for growth centers, including Taft Corners. The Town will also work with other communities on the management of solid waste, and will carefully scrutinize any activity proposed for Williston that would introduce hazardous materials to the Town. Where hazardous waste management plans are deemed inadequate, approvals will be withheld. The town will study further the location of aquifer protection areas in Williston, and the means to manage such areas to avoid damage to the groundwater.

14. Utilities

The Town will favor the sharing of a common corridor whenever possible to accommodate electrical transmission lines, gas or other pipelines. Power lines and other utilities will be sited to minimize their visual impact. Local utilities, including water and sewer lines, have specific service areas which define and limit their availability. Extension of such lines will be confined to properties within such service areas, and will be undertaken in a manner approved by the Town, at the expense of the developer/property owner(s) to be served by the extension.

15. Energy

The town will work to encourage energy conservation and will support the development and use of renewable energy resources. The Town will strive for energy efficiency in its own buildings, vehicles and operations, and will pass along information to its citizens, businesses and property owners regarding energy efficiency. Consistent with Vermont law, development potential for renewable energy options will be protected and solar orientation encouraged through the Town's permit process. Through its emphasis on compact patterns of settlement and integration of uses, the Town will promote land use patterns that reduce travel requirements and facilitate the use of bus, bicycle and other alternatives.



III. POPULATION

III. POPULATION

A. Past Trends

The number of people living in the Town of Williston has grown steadily in recent years. This trend reflects a pattern that is typical of the larger Chittenden County area. As is shown in Table 1, below, the rate of growth in the Town was greater than the County for the period 1960 - 1970, and 1970 - 1980. However, for the period 1980 - 1985, the Town's growth rate fell slightly below the County's. The Table also includes data for the State of Vermont, and shows that growth in Chittenden County has been significantly more rapid than in the State in general.

Population estimates for 1986 and 1987, the most current available, indicate that the rate of growth in the Town has once again begun to exceed that in the County. The two year increase of over 10% is extremely rapid, and represents a sharp departure from the more moderate increases of this decade, and a return to the accelerated growth of the 1970s.

TABLE 1: Population Trends, Williston, Chittenden County and the State of Vermont, 1960 - 1987

	1960	1970	1980	1985	1986	1987
VERMONT	389,811	444,732	511,456	535,000	541,000	548,000
CHITTENDEN	74,425	99,121	115,534	123,078	124,835	126,723
WILLISTON	1,484	3,187	3,843	4,060	4,291	4,511

	1960-1970 CHANGE	1970-1980 CHANGE	1980-1985 CHANGE	1980-1987 CHANGE
VERMONT	14.09%	15.00%	4.60%	7.15%
CHITTENDEN	33.18%	16.56%	6.53%	9.68%
WILLISTON	114.76%	20.58%	5.65%	17.38%

Source: 1960, 1970, 1980 U.S. Census Reports; 1986, 1987 Department of Health estimates

Based upon Vermont Health Department estimates, the average size of a household has changed in both the County and the Town, with household size declining in the County between 1980 - 1987 from 2.89 persons per household to 2.69. For the same period in the Town, the household size decreased from 3.07 to 2.75. The rate of decline in Williston is nearly twice as great as in the County, signaling the rapid transition in the town toward a diversity of household types.

B. Projections

Projections for future population growth were included in the Town's 1982 Comprehensive Plan. These were prepared by the Town's Planning Commission, as an alternative to forecasts developed by the State of Vermont, which the Planning Commission felt were too low. With the introduction of a central sewer system and with the Town's proximity to the Interstate Highway and the Burlington employment center, the Planning Commission set out projections through the year 2000, at five year intervals. In 1983, The Vermont Department of Health prepared new forecasts for the State and its counties and towns. These figures are also broken down on five year increments through the year 2000. The

B. Projections *(cont.)*

availability of the relatively accurate 1985 estimate by the Department (4060) provides a check on the forecasts. These are presented in Table 2, below.

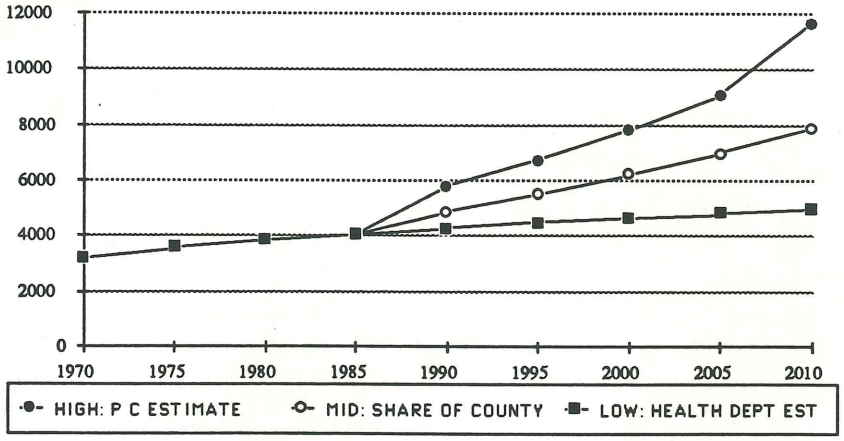
TABLE 2: Comparative Population Forecasts, Williston, 1985-2000

	1985	1990	1995	2000
PLANNING COMMISSION PROJECTIONS	4,426	5,775	6,711	7,800
DEPT. OF HEALTH: HIGH SERIES PROJECTIONS	4,067	4,273	4,475	4,646

As the Table demonstrates, the Department of Health came closest to the mark for 1985. However, their projections for future years appear understated at a growth rate of less than 1%/year. In light of the 1986 and 1987 estimates, the Planning Commission's forecasts are coming more into focus.

The Town is determined to manage its future, and not merely react to the forces of growth and change. Therefore, a rate of population growth has been established as a management target. Figure 1 provides a graphic illustration of a range of growth rates for the Town. The range is defined by the Vermont Department of Health estimates at the low end, the 1982 Planning Commission projections at the high end and by a mid-range projection, reflecting a more moderate growth rate, but representing a gradual increase in the town's population as a share of projected County growth. In each case, the projections have been extended to the year 2010 to provide a long term perspective. The information is also displayed in Table 3 along with County projections as a frame of reference.

FIGURE 1: Population Trends and Alternative Projections, Williston, 1970 - 2010



B. Projections *(cont.)*

TABLE 3: Alternative Population Projections, Williston, 1990 - 2010

	1990	CT %	1995	CT %	2000	CT %	2005	CT %	2010	CT %
PC EST	5775	4.34%	6711	4.67%	7800	5.03%	9065	5.41%	11593	6.41%
MID-RANGE	4867	3.66%	5498	3.83%	6202	4.00%	6983	4.17%	7850	4.34%
HEALTH DEP	4275	3.21%	4477	3.12%	4646	3.00%	4823	2.88%	5008	2.77%
CHIT CO	132985		143575		155068		167480		180888	

This plan will use the mid-range growth rate as its long term guide in managing future growth in Williston. The mid-range represents a gradual increase in the Town's share of projected County growth, and at an annual rate (2.6%) that is higher than that for the County as a whole (1.6%). This seems proper in light of the Town's available sewer capacity and strategic location, and at minimum represents the Town's fair share of growth in the region.

As will be discussed further in the plan, the rate and degree of growth represented by the mid-range is generally consistent with plans for school and other facility enhancements. Finally, it is felt that the volume of growth reflected in the mid-range projections can be distributed in a manner that is consistent with the Town's land use objectives, including the creation of compact settlements and the conservation of resource lands.

Over the past five years, the Town has approved a number of residential developments. These will be discussed in greater detail in the Housing section of the plan. Development and occupancy of these residences at the phasing rate established for the developments in their various permits will generate population growth in excess of the mid-range rate, estimated at 5270 by 1990 and 5914 by 1995. The Town is bound to honor these permits, and therefore will tailor its growth management program to accommodate greater levels in these initial years.

III. POPULATION

C. Characteristics

Detailed characteristics of the Williston population are generally unavailable as this plan is being written in 1989. The most current information is from the 1980 census, and is therefore not particularly meaningful. With the publication of the 1990 Census, information on such matters as age and sex distribution, length of residence, education level and place of work will be available at a town level.

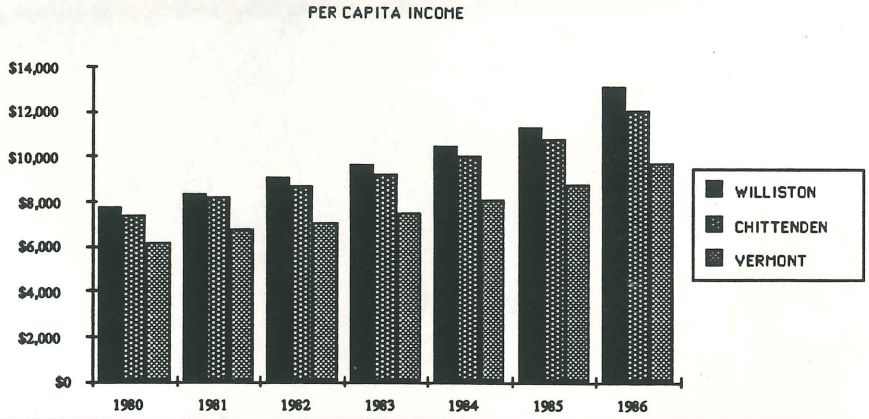
Information is available from the State of Vermont for income and employment. Table 4 presents a comparison of the per capita income for Williston, neighboring towns, Chittenden County and the State of Vermont. The table demonstrates that the average Williston resident is enjoying an income significantly higher than the average state or county resident, although the per capita income in some neighboring towns meets or exceeds that found in Williston. This relationship to county and state averages reflects a pattern that has been consistent throughout the 1980s, as depicted in Figure 2.

TABLE 4: Per Capita Income Comparisons, Chittenden County Towns and the State of Vermont, 1986

S. BURLINGTON	$14,353
WILLISTON	**$13,165**
ESSEX	$12,211
RICHMOND	$11,335
HINESBURG	$11,329
CHITTENDEN COUNTY	$12,112
STATE OF VERMONT	$ 9,785

Source: Vermont Tax Statistics, Department of Taxes, 1986

FIGURE 2: Income Trends, Williston, Chittenden County and the State of Vermont, 1980 - 1986

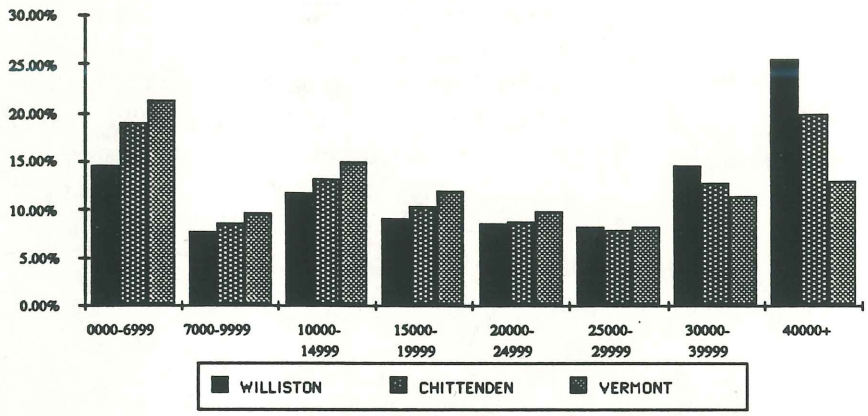


The income numbers described above are averages, which can present a distorted view. However, an analysis of the distribution of incomes by range, as depicted in Figure 3, below, reinforces the impression that

C. Characteristics
(cont.)

incomes in Williston are higher than in the County or State. While over half of Vermont residents had an income in 1986 below $15,000, only a third of Williston residents were in that bracket. Conversely, nearly a half of the Williston residents had incomes in excess of $25,000 that year, while less than a third of the state residents were in that category.

FIGURE 3: Income Distribution, Williston, Chittenden County and the State of Vermont, 1986



These strong income figures reflect the fact that Williston is located in the State's most prosperous county and, presumably, that many town residents are involved in better paying work. Data for jobs in Williston is available from the Vermont Department of Employment and Training, and is displayed in Table 5, below. Note the relationship between employment type and income, and the growth trends in the various employment categories.

TABLE 5: Employment and Wage Trends, Williston, 1980 - 1987

	1980			1987			1980/87	
INDUSTRY	#	% OF TOTAL	AVG WAGE	#	% OF TOTAL	AVG WAGE	% CHANGE #	% CHANGE WAGE
CONSTRUCT	305	20%	14,757	408	18%	20,364	34%	38%
MANUFACT	549	36%	19,493	503	23%	30,866	-8%	58%
TRANS/UTIL	150	10%	17,465	245	11%	24,171	63%	38%
WHOLE/RET	235	15%	8,992	449	20%	13,115	91%	46%
FINAN/INS	21	1%	13,338	63	3%	23,022	200%	73%
SERVICE	273	18%	9,862	558	25%	15,971	104%	62%
TOTAL	1533			2226				

Wage figures shown are for the Burlington Labor Market Area

As of 1980, 77% of all Williston residents worked outside of the Town, nearly all in Burlington, South Burlington and Essex. Since 1980, jobs in the Town have grown rapidly, at over 6% per year, compared to a 3%

C. Characteristics
(cont.)

growth rate for the overall Burlington Labor Market Area. The strongest growth has been in the Wholesale/Retail and Service sectors, the lower paying of the various categories. As employment opportunity grows within Williston, it is reasonable to assume that a higher proportion of town residents will work in Williston, assuming that housing is available in the Town in prices ranges consistent with wages being paid.

In summary, the population in Williston is growing and is relatively prosperous. Household sizes are decreasing, indicating a broadening in the types of housing and family groups living in Williston. Employment opportunities are strong for town residents, with jobs emerging in the Burlington Labor Market Area and in the town. However, many of these new jobs are in lower paying sectors. If built, developments already permitted will insure that the Town will continue to see its population grow, likely at rates in excess of the County or State. By selecting an acceptable long-term growth rate, and managing for that rate, the Town will seek to achieve its objectives and policies.

IV. LAND USE

IV. LAND USE

A. Trends

The Town of Williston covers nearly 20,000 acres of land in the Champlain Valley of Chittenden County. Less than one quarter of this area is committed to a built up use, with the vast majority open, as agricultural, forestry or unused lands. Table 6, below, details the distribution of land use in the Town for 1987. This information is derived from interpretation of 1977 air photography, updated through review of current tax maps and through ground checking. The land use types were entered onto the computerized Geographic Information System (GIS) at the University of Vermont, that then developed the area calculations for each land use type.

TABLE 6: Land Use Distribution, Town of Williston, 1987

LAND USE TYPE	ACRES	% OF TOTAL
RESIDENTIAL	1904	9.58%
COMMERCIAL & SERVICE	535	2.69%
INSTITUTIONAL & GOVERNMENT	245	1.23%
INDUSTRIAL	539	2.71%
TRANSPORTATION & UTILITIES	446	2.24%
OPEN & OTHER URBAN LAND	767	3.86%
CROPLAND & PASTURE	6060	30.48%
OTHER AGRICULTURAL LAND	474	2.38%
SHRUB & RANGE LAND	825	4.15%
FORESTED LAND	7663	38.54%
STREAMS & WATERWAYS	206	1.04%
LAKES & PONDS	150	0.75%
WETLANDS	47	0.24%
MINES & QUARIES	23	0.12%
TOTAL	19,884	
BUILT UP LAND	4436	22.31%

Comparable data is not available for earlier years, however, other sources of information point to a significant shift in the Town from its farming heritage to a bedroom community and emerging employment center. Table 7, below, compares the distribution of parcels in the Town's Grand List, by land use category, for 1981 and 1987. It shows an increase in the total number of parcels in the Town of 31%, with comparable increases in the listings for residential and commercial parcels. Farm parcels decline by 14%, while miscellaneous, the category that includes open/unused land, increased by 50%.

TABLE 7: Grand List Parcels, Town of Williston, 1981 - 1987

LAND USES	1981 PARCELS	1987 PARCELS	% CHANGE
RES	1098	1428	30.05%
VAC	18	17	-5.56%
COMM	103	139	34.95%
IND/UTIL	16	24	50.00%
FARM	28	24	-14.29%
MISC	188	283	50.53%
TOTAL	1451	1915	31.98%

Source: State 411 forms - Abstract of the Grand List

A. Trends *(cont.)*

The trend is further reinforced by data on housing permits and on agricultural production. According to research prepared for the Chittenden South School District, there were a total of 144 new houses added in Williston in the period 1978 - 1982. The acres farmed in the area declined by 13% and the number of milk cows dropped by 7% for the same period.

B. Distribution

Simple visual observation is perhaps the most forceful evidence of the trends at work in Williston. For most people, Williston is viewed from I 89 as they pass through the Town. From this perspective, the change is dramatic, and perhaps misleading. The arrival of new housing developments and commercial uses has transformed the view to the north from the highway, and formed the strong impression among most observers that the Town is well along in its conversion to a suburb.

In fact, the observer is seeing only a portion of the town, and it is this portion that has been designated through past land use policy as the area to absorb growth. Through its zoning regulations and its placement of sewer collection lines, the Town has encouraged development in its northwestern sector and around its Village. These are areas north of I 89, along Routes 2 or 2A or along major Town roads. They include nearly 4200 acres of land, with development existing or approved on about 2200 acres. They are summarized below:

+ To the west of Route 2A, development has been a mixture of residential subdivisions, light manufacturing, warehousing and business/service. Densities have been relatively high.

+ To the east of Route 2A, extending to North Williston Road and generally bounded by Route 2 and Mountain View Road, residential development has been experienced, in a scattered pattern at moderate density. This trend has also occurred around the Village, at somewhat higher density.

+ The Taft Corners area, some 700 acres surrounding the intersection of Routes 2 and 2A and adjacent to the I 89 interchange with Route 2A, has begun to develop with a mixture of retail, office, distribution and service uses, at low to moderate density.

+ To the north of Mountain View Road at Redmond Road is the IBM facility, which is linked to the company's Essex plant by a bridge over the Winooski River. This property is developed as an office and manufacturing complex, surrounded by a buffer of open land.

Lands elsewhere in Town, generally south of I 89, north of Mountain View Road and east of North Williston Road, are developed at very low density for residential use, or are in an open state, as agricultural land,

B. Distribution *(cont.)*

forest, recreation or conservation and unused. These are the sections of Town that are perhaps overlooked by those forming their impression of Williston from a passing vehicle.

C. Future Land Use

In keeping with the Goals of the Vermont Planning Act and with the opinions express by respondents to the Town's survey, this Comprehensive Plan will set out a pattern for future land use which refines the Town's existing land use policy. Areas designated for development will be more sharply defined, and sized to accommodate that growth in a more compact manner. Areas designated for open space or resource conservation will be more specifically delineated. The desired rate and character of development will be discussed, and its relationship to town facilities and services described. This will be accomplished through a series of "Target Plans", which follow.

1. Taft Corners

The plan for Taft Corners is based on two important considerations; first, the existing features of the area and second, the characteristics preferred by survey respondents and the participants in the Taft Corners design process. Existing features that are significant include the views of the mountains to the east and west; the high ground at the water tower and other open spaces in the foreground views of the area from I-89; the historic tavern, brick farmhouse and other substantial buildings; the existing roads in the area; and wet areas and stream courses.

A number of characteristics were identified by the workshop participants as being desirable for a future Taft Corners. The area should be people oriented, it should be friendly, warm and inviting. The development at Taft Corners should be a source of pride, reflecting the community's character and the spirit of Vermont. The pattern of future growth should be one of concentration, not sprawl. To achieve this, higher densities of development must be permitted and encouraged. The area should build out gradually, at a human scale, with each increment of new growth fitting into a predetermined framework.

Taft Corners should include a mixture of uses and a balance of activities. In addition to the commercial uses now permitted in the area, residential use should be promoted. To serve these residents, and the office workers and others employed in the area, recreation and public uses, such as a branch library or the post office, should be provided.

The area should be uncongested, accessible to Williston residents. Through its scale and design, it should tend to reduce the dependence on the automobile, favoring a pedestrian orientation. Its overall size should be limited to an area that can be traversed on foot in about ten minutes. Bus service should be a key component, as should bicycle and other

1. Taft Corners *(cont.)*

alternative forms of travel. Truck dependent uses, such as warehousing or manufacturing, should be kept separate from the pedestrian related uses. A mixture of parking should be employed, including on-street, interior block or courtyard, and scattered surface parking. Parking, however, should not be a dominant feature.

Taft Corners should feature quality design, compatible with its setting. Buildings should be architecturally compatible and should be enduring, not transient. Their siting should enhance the setting, and particularly the east-west views. The placement of buildings should define public spaces, such as the streets, courtyards and greens. The area should be well landscaped, and feature green spaces, open spaces, trails and other opportunities for human interaction.

The area should be affordable. It should include a diversity of housing and commerce for all income groups. Finally, the design for Taft Corners must be economically feasible. It must lend itself to profitable development and marketing by the private sector.

Map 1 presents the Target Plan for Taft Corners. It is characterized by a compact settled area, enclosed within a ring road, surrounded by open land or transitional uses. Transitional uses will include very low density light industrial and warehouse/distribution facilities to the southwest and west, providing a transition to the Adams and Production Industrial Parks, and high density housing to the east, providing a transition to the Town's Moderate Density zone.

The ring road will enable through traffic to be diverted around the area, so that Routes 2 and 2A within the ring can serve as the primary streets in a grid network. The extent, design and precise location of this road will be based on engineering and other traffic management considerations. The dual objectives will be to provide a means of defining and containing the compact Taft Corners area while reducing the traffic carrying demands within the area. This may ultimately be achieved with a two lane, rather than a four lane road, and may require less than a complete encircling of the Taft Corners area by new roads. The Ring Road is seen as an adjunct or complement to the Taft Corners concept described in this plan, allowing the area to function as an integrated, pedestrian oriented, mixed use center. If the concept can be realized without the road, or with alterations to its design of location, the Town may elect such an alternative.

Additional relief from through traffic will be provided by transportation improvements elsewhere in the road network, as described in Section VI. These may include, but are not necessarily limited to, the completion

C. Future Land Use *(cont.)*

1. Taft Corners *(cont.)*

of Marshall Avenue, extending from Shunpike Road at Muddy Brook in Production Park to Route 2A; the improvement of Industrial Avenue to Route 2 west of Taft Corners; the development of the Circumferential Highway; and the extension of Marshall Avenue easterly, beyond the proposed Ring Road, to connect with the Circumferential Highway.

The central focus of the area within the ring road will be the intersection of Routes 2 and 2A, the original crossroads. These roads will be supported by an intersecting network of internal roads, built on a grid pattern. This will constitute the public framework for future private development. Development will be encouraged at high density, in relatively close proximity to adjoining uses and to the streets. While this compactness will inevitably lead to a loss of some of the panoramic views now afforded by the area's undeveloped character, new view opportunities will be provided from the new grid street network, from the proposed ring road, and from other perspectives available to pedestrians. To the degree possible within the context of a compact setting, setbacks, building heights and building separations should be reviewed to protect roadside views. Parking will be both on-street and on-site. Shared parking standards will be used to calculate parking need, and development will be designed and conditioned to insure shared parking. Pedestrian movement will be favored, with sidewalks along streets and at mid-block in the area's core.

Linkages to the Town's greenway system, described further in this Section, will also be provided. Important open spaces have been identified, and their preservation will be sought. These include the easternmost portion of the northeast quadrant, a diagonal swath running southwest to northeast through the Route 2 and 2A intersection, a setback buffer immediately south of Marshall Avenue, and the foreground to I 89 and the water tower hill in the southeast quadrant.

Taft Corners lays adjacent to the noise impact area of the Burlington International Airport. Uses should therefore be somewhat noise-tolerant.

The area within the ring road will be divided into zones, as pictured on Map 2 (Taft Corners Zones) and described below. The integration of residential uses within Taft Corners is fundamentally important to the area's role as a mixed use activity center. In the course of Planned Unit Development and subdivision review, and in allocation of sewage capacity, the town will promote the inclusion of a residential component.

C. Future Land Use *(cont.)*

1. Taft Corners *(cont.)*

TAFT CORNERS - PROPOSED ZONES

CORE	+ High Density/ Three Story + Hotel/Office/ Retail/Public Uses + Public Spaces/View Corridor + Parking On-site/On-street/Remote
Mixed Use	+ High Density/One, Two and Three Stories + Residential/Retail/Commercial Uses + Mid-block Pedestrian Links + Strong Grid Relationship of Buildings + Parking Within Blocks and On-street
Business Park	+ Moderate to Low Density + Distribution/Office/Parking Uses + Setback and Grid orientation Varied by Location + Individual On-site parking + Pedestrian Links
Open/Buffer	+ Town Owned or Easement + Ring road Integration + Trail Linkages within and beyond Ring Road

This is a long range plan, expected to require over twenty years to reach full build out. Build out should occur incrementally, with buildings and other improvements introduced as the property owner and the market dictate. The key to realizing this plan will be to insure that such incremental development fits the framework set forth herein, with the placement of each development anticipating subsequent development and enabling the plan's completion.

One central issue in the evolution of Taft Corners under this plan will be the changing function of Routes 2 and 2A. At full build out, they should function as the central focus of the roadway grid, rather than as primary carriers of local and regional through traffic. This change in function will not be possible until an alternative is provided for through traffic, including the Ring Road described above. Similarly, curb cuts onto Routes 2 and 2A to enable the intermeshing of the proposed grid roads should not be allowed until the functional transition of Routes 2 and 2A is underway. Therefore, the pattern of development in the initial period of evolution (5-10 years) should result in rights-of-way for the Ring Road and the intersections of the proposed grid network, but should maintain the uninterrupted nature of Routes 2 and 2A. Buildings within

C. Future Land Use *(cont.)*

1. Taft Corners *(cont.)*

the quadrants should be accessed initially from internal or existing roads, in a manner that will lead to the grid pattern. Development immediately fronting on Routes 2 and 2A should be sited so that adequate right-of-way is retained to permit additional lanes of traffic, if necessary, until the functional transition is underway. This will also insure that adequate width will be provided to support on-street parking, per this plan. During this period, provision should be made for safe and convenient pedestrian crossing of Route 2 and 2A.

To enable creativity in design and to encourage the plan's implementation, the Planned Unit Development provisions of the Williston Zoning Regulations will be recommended to property owners and developers in Taft Corners. The mixing of uses, reservation of rights-of-way and the provision of common parking and pedestrian spaces can be best accomplished through a collaborative process, rather than through the application of a rigid set of preconceived rules.

Through its buildout period, Taft Corners will assume the role of the Town's commercial and service center, and the location for a large share of the Town's employment and higher density housing. Taft Corners will also play a regional role, as a sub-center in the Burlington metropolitan area, providing commerce and employment opportunities to a portion of Chittenden County. It is not intended that Taft Corners become the dominant county center. Therefore, the scale of activities in Taft Corners should be supportable by a market derived from Williston and its surrounding communities. At full build out, the area will have the following approximate characteristics:

Building Area:		
Total	2,240,000	sq ft
Retail/service	972,498	" "
Office	618,422	" "
Distrib/lite ind	176,817	" "
Residential	470	units
Residents	1,175	
Workers	6,332	
Traffic	42,222	trips/day
Sewage	160,000	gpd
Roadways:		
Ring	12,500	feet
Primary streets	7,150	"
Secondary streets	13,000	"

C. Future Land Use *(cont.)*

1. Taft Corners *(cont.)*

The town will play an active role in molding the form of Taft Corners, by designating future roadway locations, acquiring key properties for open space and supporting desirable growth through an adequate sewer allocation. The town's site standards will be adjusted to allow the pattern of development illustrated on Map 3 (Taft Corners Typical Blocks).

2. The Village

Williston Village is listed on the National Register of Historic Places as an Historic District. It contains an impressive collection of 19th century Greek Revival and Federal-style buildings that attest to its role as an important stop along the "Williston Turnpike", the principal route from the Courthouse in Burlington to the Capitol in Montpelier. The Village remains the civic center of the Town, containing the Town offices, the Central School, the library, the Town green, churches, the Armory, and the fire station. Most of these uses are arrayed along Route 2, along with a number of residences and a few stores and businesses.

The school is set back from the main road, and is surrounded by playing fields and open space. New housing has also begun to develop off of Route 2, mostly toward the west end of the Village. Moderate density housing developments are occurring to the north of the Village, although somewhat removed from its core at Route 2.

It is the intent of the Town that the Village remain its civic center. Relocation of Town or school facilities is not recommended. Rather, the Village's civic role will be reinforced. The Town recently renovated the Governor Chittenden Grange Hall for use as Town offices. The school board is planning an expansion of the Central School that will not only increase its enrollment capacity, but also strengthen its function as a community center for culture and recreation. Conversely, future commercial development in the Village will be limited to uses that are small in scale and serve the needs of Village and other Williston residents, and confined to specified locations.

The historic character of the Village will also be preserved, using the recently enacted Historic Preservation Ordinance. The pattern of uses along the Route 2 "spine" of the Village is particularly sensitive in this regard, and will be protected from incompatible alteration. The quality and compatibility of design is the key consideration.

The trend toward residential development in compact neighborhoods off the main road will be encouraged. The existence of homes within walking distance of schools, churches and public facilities is the very essence of a village. This situation is enhanced when the new uses are

C. Future Land Use *(cont.)*

2. The Village *(cont.)*

integrated into a network of roads. Such a network can have the added benefit of providing a second access to the school property.

As in Taft Corners, future development in the Village will be guided by the designation of future roadway locations, and supported through an adequate sewer allocation. Key open spaces have been identified, and the Town will seek their protection through acquisition or dedication. Map 4 (Village Concept Pattern Map) sets out the Village boundaries, its historic resources and the preferred location for new neighborhoods. As shown on the Map, the Village is divided into two distinct areas. The first is a cross-shaped area that includes the Rt. 2 spine as its east-west axis and a wide swath of civic and open space running north-south. The second area is comprised of the four corners of the Village that remain after the cross is delineated. These corner areas are the intended location for new residential neighborhoods served by an integrated road system. The cross area should be protected from alteration, with its civic-historic-open character reinforced. This should be accomplished through careful siting of development, Town acquisition of key open spaces and through adequate allocation of sewer capacity.

Based upon the housing projections contained in Section V, and assuming a significant role for the Village in meeting those projected needs, roughly 200 units of new housing are provided for. This should occur gradually over the 20 year planning period, and will require approximately 37,500 gallons per day of sewage capacity, using an actual flow basis of 175 gpd/unit for estimating demand. Approximately 2200 trips per day would be added to the Town's road network by these households and their 550 residents.

3. Redmond Road/Mountain View

A target plan has been considered for this area in anticipation of the Circumferential Highway, which will have its only interchange with a Town road at Redmond Road. This is also the site of the IBM facility, which is served by a private sewage system with considerable excess capacity. Availability of support systems like highways and sewers can be a strong inducement to development. It is important to anticipate this, and direct growth in a manner consistent with the Town's objectives and land use policies.

IBM is an important component in the County's economy and a valuable member of the Williston community. In addition to its own labor force, the company provides opportunities for many local businesses with whom it contracts for products and services.

Straddling the Winooski River, IBM has facilities in both Essex and

C. Future Land Use *(cont.)*

3. Redmond Road/Mountain View *(cont.)*

Williston. The Essex plant predates the Williston facility, and is nearing full capacity. Therefore, it is probable that future plant expansion will occur in Williston. According to company representatives, there are no current plans for new building, but rather a program of upgrades to existing facilities is underway, on the Essex side.

The company has some 8,000 employees , with about 1,800 of these located at the Williston facility. Some leased space is used in Essex, providing the company with an ability to cut back its capacity if business should dictate.

About 70% of the company's employees live in communities north of the Winooski River, mostly along the I 89 corridor. The purpose of the Circumferential Highway is to improve travel through Colchester, Essex and Williston, and particularly around the congested Five Corners intersection in Essex Junction. Such relief would be of great value to much of the IBM work force. The value of the Williston leg of the highway would come from its improved access to I 89.

The company's sewage treatment facility handles mostly industrial waste, and operates well below its design capacity. The company has no plans or intentions to make any of its plant's capacity available to other users, thereby lessening its potential as an inducer of growth.

IBM ships certain of its wastes to a hazardous waste handler in Buffalo, N.Y. The company discontinued a waste disposal site in Essex, and renovated the site. According to company officials, IBM does a great deal of recycling, while disposing of normal refuse in the Williston Landfill. The landfill is located in the Redmond/Mountain View area. This proximity is not a concern to the company, provided that ground-water protection is pursued.

Through conversations with IBM representatives, and through its participation in the Circumferential Highway District, the Town has concluded that commercial or other high density growth along Mountain View Road as it approaches Redmond Road is neither necessary nor desirable. In fact, IBM has acquired a substantial amount of open land in the area for the purpose of maintaining a buffer around its facility. It owns the northwest corner of the Redmond/Mountain View intersection, and has a right of first refusal on property owned by Vermont Electric in the immediate vicinity. The northeast corner may be used as a wetland protection area, thereby insuring its conservation. As discussed below, this pattern is quite consistent with the Town's Open Space planning. In fact, IBM has been an important force in open space protection in the area, and could continue to be a valuable partner as the Town seeks the means to carry out this plan.

C. Future Land Use *(cont.)*

4. Open Space Plan

The plan envisions an open space system that protects existing natural, scenic and cultural resources, and provides diverse and appropriate recreational opportunities for present and future residents. The plan is resource-based, built around the unique and rich qualities of the land itself. Its emphasis is on developing an interconnected system of greenways, parks, natural areas and scenic views that would be accessible to all residents in all parts of town. Toward that end, an inventory has been assembled reflecting the Town's most valuable Open Spaces as they exist today, and describing their possible future use. This inventory should serve as a guide to the Town as it makes decisions about development siting, land acquisition, taxation and public facility expenditures. It is not the Town's intention to prevent development in all areas identified in the Open Space Plan, but rather to encourage planning of development so as to minimize impacts on those areas as much as possible while recognizing the right of the landowners. Conservation of the Open Space must occur in such a way as to fairly compensate the property owner, through acquisition, development siting, transfer of development rights or voluntary donation.

The plan is seen as an evolutionary one. It will be carried out incrementally as the community grows and resources become available. It provides an overall strategy that will allow the individual pieces to be systematically assembled, as necessary, into a coherent whole. The Open Space Plan is described in detail in a document entitled *The Williston Open Space Plan: Serving the Protection and Public Enjoyment of Williston's Conservation, Recreation and Scenic Resources*, prepared by the Town Conservation Commission, dated February, 1989. That document is excerpted below and is adopted, by reference, as a part of this comprehensive plan, and will be referred to by the Town in pursuing its land use policies.

Visual Analysis

The identity of any community is largely dependent on the visual character of its environment. Williston has long recognized the image of the traditional agrarian landscape as central to its heritage and sense of identity — well defined farmsteads and villages knit into a patchwork of farm and forest lands framed by a backdrop of hillsides and mountains. Understanding the basic structure and pattern of this landscape is a critical first step toward preserving its scenic beauty. This understanding will help to formulate land use policies that will accommodate and direct the changing character of future residential and commercial development so as to respect and reinforce the traditional landscape rather than obliterate it.

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

A close look at the Williston landscape reveals a series of basic relationships at work:

1. Open land (cleared farmland) tends to occur in the relatively level and productive terrain lying between a watercourse and ridges or hillsides.
2. This farmland is defined by hedgerows and wood edges that are adjusted to meet the varying conditions of local topography, roads and waterways.
3. The road system to serve this countryside is logically laid out through the center of the cultivated lands in order to maximize access.
4. Farmsteads are built at regular intervals along these roads with hamlets or villages tending to occur at major intersections.
5. The hillsides rising behind the cleared lands tend to be steeper and continuously forested. This creates a strong contrast to the cultivated landscape below.
6. When this pattern is broken by the occasional meadow at higher elevation (i.e., Martel Hill, Goose Hill, Five Tree Hill) it creates a striking focal point in the landscape as well as a commanding point of view of the landscape.
7. The outward limits of the focal vistas are powerfully defined by the horizon line where earth meets sky. This line is almost always wooded and unbroken by development. It is generally composed of some combination of local ridge lines and distant mountains.

With this basic structure in mind, Williston's visually significant lands were evaluated with regards to the following factors on the accompanying map:

Vantage Point: It is via accessible vantage points that a typical citizen "takes in" visual information about the landscape. For most people, these vantage points are found largely along the public roads daily traveled. This study identifies major public viewing points from roads and other places throughout town that provide access to views of high quality. The lands comprising these views have been analyzed and evaluated with respect to four major components — foreground, middleground, background and focal points.

Foreground: These lands, generally consisting of cleared land adjacent to public roads, serve essentially as the community's "window" into the landscape. Since they provide access to the rest of the landscape they are the most important component of a scenic landscape (without them even the best middleground or background is lost to the viewer). They are most effective when they are enclosed and limited by a woodland or

4. Open Space Plan *(cont.)*

hedgerow edge that creates a distinct first layer of a multi-layered view. In certain high quality short-range views, they can also consist of wooded land. Yet, because they tend to be visually uncluttered, prominent and easily accessed, they also are highly vulnerable to degradation by development.

Middleground: These lands are generally a more complex composition of layered wooded and open lands and man-made features. Because of the inherent complexity they are better able to absorb additional development without damaging their basic character. Middlegrounds often are important in the visual transition between foreground and background.

Background: These lands now predominantly consist of forested hillsides that rise up behind the middleground. To the east and west the far horizon lines are the Green Mountains and the Adirondacks, seen from many vantage points in the Town. With discretionary clearing of building sites, hillsides below the horizon may sometimes absorb a limited amount of development (soils and slopes permitting) without significant intrusion. At other times any development irrevocably compromises the view. The horizon line itself, due to its highly contrasted nature, is very sensitive to intrusion by man-made development. Publicly acceptable encroachments are generally limited to certain public structures such as church steeples and the roof lines of government buildings or the collective composition of a settlement.

Focal Points: Most high quality views feature some kind of accent or focal point within the composition. The focal point draws the eye. These are typically provided by prominent man-made features such as farmstead clusters or church steeples or unique natural features such as rock outcroppings, great trees or mountain peaks. Because the strength of focal points lie in their contrast to the surrounding landscape, they need to be protected from competing elements (i.e., adjacent buildings or trees should not obliterate a village church steeple).

The accompanying map, Map 5 (Scenic Vantage Points) outlines major scenic vantage points in the Town and major areas of foreground, middleground, and background that are visible from them. These are further broken down into "primary" and "secondary" designations. Places where different components overlap are judged to be more significant. The "photo map" in the Town Clerk's Office shows the view from each major vantage point in Town.

Major conclusions from the analysis include the following:

+ Williston is a town that possesses a rich and beautiful scenic landscape.

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

+ Agricultural lands figure predominantly in the visual quality of the landscape, especially in foreground and middleground.

+ Lands with a very high scenic value (i.e., a multi- layered designation) include the upland fields of Martel hill, the Mahan/Burnett/ Goodrich fields, and the Siple farm area east of Oak Hill Road.

+ A large area of lands with high visual quality falls in the middle of the medium density zone along the Circumferential Highway corridor (See Land Use Map).

+ Other major areas of high visual quality that are potentially threatened by future development include: the open fields just east of the Williston village along I-89, the fields along Sunset Hill Road, the farms along Oak Hill Road toward Lake Iroquois, the farms along So. Brownell Road south of I-89, and the open fields along the Governor Chittenden Rd. around Catamount Family Center.

+ The agricultural lowlands along the Winooski River are both high in visual quality and protected from development by virtue of their conservation zoning designation.

The Open Space Master Plan (Map 6) represents an aggregation and distillation of the planning process into a comprehensive outline for land protection in Williston. The plan is comprised of five types of public parkland (greenbelts, country parks, community parks, neighborhood parks and conservation lands) and three types of resource protection areas (buffer corridors, open land, and slopes/woodlands). The "park" or "P" designation generally denotes lands that are important to be publicly owned and managed for public use and benefit. The "rural resource" or "R" designation denotes lands that, while an important part of the overall landscape character, do not require outright public ownership or protection from development. Rather, private development of these lands (especially the open land) should be carefully scrutinized and planned so as not to adversely impact the overall quality of the resource. Unlike "P" lands, public access to "R" lands is generally visual rather than physical.

In general, assessing and recommending the specific types and extent of recreational facilities to be developed on these lands would be premature and impractical given the scope of this study. The intent is to identify lands that were suited to a balanced and flexible public park system. Specific development and management plans will need to be undertaken as each piece is acquired. These public lands will also be augmented and complemented by private recreational areas in the Town. What follows is a description of each of the eight types of open space that comprises the overall plan.

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

Greenways: These lands are set aside to provide an interconnected network of corridors woven through the Town's landscape. The system of greenways is the supporting framework of the entire Open Space Plan. They will serve not only to protect and better the Town's rural character with bands of natural landscape, but also provide recreational corridors for movement between various neighborhoods, community centers and public amenities throughout Town. Development within the actual greenway should be discouraged to allow for an uninterrupted, unencumbered recreational, commuter or natural corridor.

Where appropriate, neighborhoods may be developed near the greenway network where the presence of a trail system would be easily utilized and enjoyed. Neighborhoods should make connecting links into the network. The type, use and character of trails and greenways will vary depending on their location.

The major components of the corridor system include:

1. Allen Brook Greenway The "Main Street" of the system links the Winooski Valley Park District's Muddy Brook Park on the Winooski River in the northwest corner of town with Lake Iroquois along Williston's central watercourse. Major links along the way include extensive residential neighborhoods east of Rt. 2A, Taft Corners, the future neighborhoods east and west of Old Stage Road, Williston Central School and the Village, and the Mud Pond Natural Area.

2. Northern Loop A predominantly upland route interconnecting major areas north of Rt. 2 and east of Rt. 2A including: Taft Corners, a major park on the Brennan Farm, future residential areas east and west of Old Stage Road, Williston Central School and Village, Square Woods, Williston Country Club, Goose Hill, Catamount Ski Area, Indian Lookout, Martel Hill and I.B.M.

3. Southern Loop A predominantly upland route interconnecting areas east of So. Brownell Road, south of I-89 and west of Oak Hill Road including: Sunset Hill, Five Tree Hill, Sucker Hollow, Sucker Brook, Brownell Mtn., Hillside East and Oak Hill.

4. East Ridge Greenway A route along the undeveloped wooded ridge on the Richmond border running from I-89 to Lake Iroquois.

5. Winooski River Greenway A route along the banks of the Winooski connecting the entire north boundary of town and giving access to several canoe or boat launching areas.

6. Taft Corners Loop A greenbelt loop containing the growth center at Taft Corners and connected to a major greenway spur heading west to

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

South Burlington and Burlington. Several short spurs interlink these components; and other existing privately held trails and paths further augment the system.

Country Parks: Country parks serve in the great tradition of civic parks by striking a balance between human use and conservation of nature. They are generally lands chosen for the exceptional beauty of their landscape including a mix of open meadows, woodlands, tree-studded glades and scenic overlooks. Country parks generally include a minimum of specialized facilities and are for less structured recreation such as strolling, biking, and picnicking. Thus, their irregular terrain and diverse character are desirable. It is also important to have such parks close to residential areas. Sizes might range from 25 to 250 acres. Two major country parks and several lesser parks are included in this part of the Open Space Plan.

The major parks include:

- The Brennan Farm northeast of Taft Corners overlooking a proposed pond alongside Allen Brook.
- The lands in the Mud Pond tract east of South Road

Other proposed country park locations include:

- Goose Hill
- Martel Hill
- Ezerman Ridge
- Square Woods
- Water Tower Hill (Taft Corners)
- Brownell Mountain
- Five Tree Hill
- Indian Lookout
- Meadowland along Allen Brook east and west of the Circumferential Highway

Community Parks: These are lands that are developed most intensively for recreation facilities and activities. A location central to potential users is important. Because these parks serve a much more structured recreation, it is important the site be relatively flat, easily accessible, and well-separated from quieter open spaces areas. Types of facilities developed in community parks might include: ball fields, tennis and basketball courts, playgrounds, swimming pools, picnic shelters, restrooms, skating rinks, beaches, boat launches, etc. Such lands could also be suitable for future school sites. Sizes might range from 5 to 50 acres.

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

Major Community Park locations include:

- the existing Central School site
- the flat meadows between Ezerman and Brennan property
- the current Brennan ball field
- an area east of St. George Road off West Oak Hill Road
- a site near I.B.M. off Mountain View Road
- several boat/canoe launch sites along the Winooski River
- the beach, boat launching area and Martel ball field at Lake Iroquois
- the reclaimed Williston landfill (Timothy Bradish Memorial Recreation Center)

Neighborhood Parks: These lands are similar to community parks except at a much smaller neighborhood-oriented scale; sizes might range from 5 to 10 acres. The facilities included at these parks might include: tennis/basketball courts, a softball diamond, picnic tables, lawns and trees and especially playgrounds. The one existing neighborhood park in Williston is found at the intersection of Industrial Avenue and North Brownell Road. The Open Space Plan locates about a half dozen sites scattered throughout the town. By no means is this meant to be all-inclusive or site specific. Additional neighborhood parks should be developed directly in conjunction with concentrations of residential development as part of the approval process for site plans and subdivisions.

Development within the areas designated as parklands would not be consistent with the purpose of those areas as discussed above. An exception to this would be in the case of buildings or structures supportive of recreational or agricultural uses. The Town should work toward the acquisition of these lands or allow the transfer of of development rights from these lands to other lands.

Conservation Lands: These lands are primarily important because extensive human use may threaten them and because of their contribution to the natural landscape. These are lands that need to be protected for the benefit of wildlife habitat, soil conservation, groundwater protection, scenic qualities, and the inherent value in and of itself of preserving some lands in a relatively unaltered state. Conservation lands are in general wetlands, streams, river and pond banks, and upland forests with rocky outcrops. Since physical public access is again appropriate on only a limited basis, there are a number of strategies available to the Town for their protection. Preservation of these lands is assisted by the fact that restrictions due to soil, slope and accessibility have protected them from development through several centuries. But as the pressures of growth increase it is ever more important to formalize the protection on these lands. Development within the areas designated as conservation lands

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

would not be consistent with purpose of those areas. An exception to this might be an individual residence, recreational or agricultural buildings which would be carefully sited in order to provide maximum protection to the conservation resource. The Town should work towards the acquisition of these lands or encourage the transfer of development rights off of these areas to lands more suitable for development.

Some of the major conservation areas in Williston include:

- the wetlands at the Griswold Farm
- the hemlock woods and wetlands south of Mountain View Rd
- the Johnson Falls area off Gov. Chittenden Road near Rt. 2
- Brownell Mountain and Sucker Brook
- Glacial spillway (wetland) south of West Oak Hill Road
- Mud Pond
- the wetlands north of Lake Iroquois
- the sugarbush on the Isham farm

Buffer Corridors: These lands are very similar to greenways with the exception that physical public access along them is not critical. They are lands that serve as visual buffers to protect the landscape and as corridors for wildlife. This may be accomplished by the use of setback requirements. The width of the setback should vary with consideration for the qualities of the land (topography, natural features, etc.), the proposed use and the intensity of the use. The major buffer corridors identified in the Open Space Plan include:

- Corridor along the length of Muddy Brook
- Corridor along both sides of I-89

Open Lands: These lands are made up primarily of agricultural fields and hedgerows. They are critical to maintaining some of the qualities in a rural landscape that are a vital part of Williston's history and self image. The Open Space Plan has evaluated open land for its contribution to a visual scenic quality. The value of farmland in Williston as part of working farm units has been evaluated by the Land Evaluation Site Assessment (LESA) method. Both aspects of open land are important and must be considered in the Town's strategy for conservation. There is a critical mass in the resource base of agriculture which may be destroyed by the changes of land use caused by commercial, industrial and residential development. While open lands are, in a sense, appropriately altered and manipulated by human use, they should also be protected as an indispensable resource base for agriculture. Because of potential conflicts between physical public access and farm operations, the focus of the strategy for protecting open space is on the visual access to

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

agricultural lands and provides for only limited trail access, if any. Respect for the rights of landowners is crucial in preserving open land for the best use. Conservation easements, purchase or transfer of development rights, and abatement of taxes are some of the possible strategies for conserving not only the visual beauty but also the actively worked farms in the Town. Development on these visually vulnerable lands should be clustered and/or located at the periphery of the open land. Where a mixture of vegetation exists on the land, especially open land with some forested areas, best use of the forested areas should be made. For example, structures should be located on the edge of or within the forested area so that stark, manmade contrasts are not introduced to the setting. The Town should allow the transfer of development rights from these lands to other lands more suitable for development.

Prime open land resource areas include:

- the Martel Hill fields and hedgerows
- the Siple Farm fields and hedgerows
- the Heins and LaCasse Farm fields
- the Mahan/Goodrich Farm fields
- the Johnson Farm east of Williston village
- the McCullough Farm meadows south of Gov. Chittenden Rd
- the Degree, Isham, Senna, Bruce and St. Hilaire Farms on Oak Hill Road
- the Boutin and McKay Farm fields on Sunset Hill
- the Little/Yandell/Swift fields west of Oak Hill Road
- the farmland along the Winooski River (Conant, Farr, Clark, Chapman and Fontaine)
- the Griswold Farm

Slopes/Woodlands: This final resource category covers the large sweeps of largely undeveloped upland woods and ridges. While these lands are the largest single component of the Open Space Plan in area, their value is aggregate rather than specific; and some development is tolerable. In general, these lands are unsuitable for development due to slopes, soils, and limited access. They play a primary role in providing deer habitat and shelter for other wildlife. They are also important as visual background for many of the viewsheds within town. Even with limited development potential, the example of Yantz Hill underscores the damage a single insensitively sited house can do to the integrity of hundreds of acres of ridgetop woodlands. Development should be carefully sited so that structures may blend in with the natural landscape and maintain the visual integrity of the area. In no case should any building rooftop protrude into the horizon line. Limited cutting in forested areas should be encouraged and structures, while receding, should be located so as to

C. Future Land Use *(cont.)*

4. Open Space Plan *(cont.)*

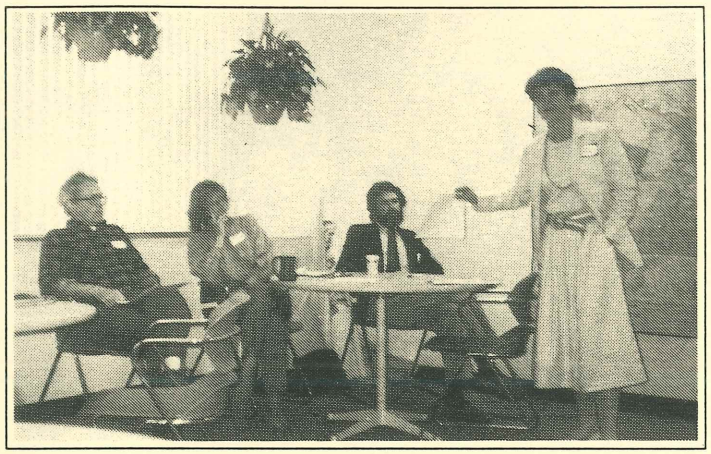
insure the most benefit of solar access and views. When the land proposed for development is not primarily a visual resource, but an important wildlife habitat, clustering should be encouraged as a means to minimize the impact on the resource.

The primary resource areas here include:

- the woodlands south of Five Tree Hill
- the woodlands south of interstate in Oak Hill area
- the Woodland along ridge separating Williston from Richmond
- the woodland along escarpment overlooking Winooski River

5. Hamlets

The Open Space Plan identifies a considerable portion of the Agricultural Rural Residential District as worthy of protection from development, while emphasizing the Town's recognition of the right of property owners to a reasonable use of their land. To balance these considerations, areas have been identified in the District where the presence of soils with on-site sewage capabilities and the absence of open space resources combine to enable development at relatively higher density. Many of these areas have difficult terrain or access. Some are located adjacent to incompatible land use, or are in the path of proposed roads. A few appear well suited for residential use, and will be desig nated as Hamlets. These Hamlets will be established in the zoning regulations, and designated for residential clusters. All of the areas are shown on Map 7, with the proposed Hamlet locations encircled. Based on the projections in Section V., it is expected that 250 new housing units will be accommodated in the Agricultural Rural Residential zone. The Hamlets should support a large share of these new homes. Housing developed outside of a Hamlet should be sited off of designated Open Space Land.



V. HOUSING

V. HOUSING

A. Supply

The supply of housing has grown steadily in recent years as Williston has evolved from a farming community to a bedroom community and on toward becoming an employment center itself. Table 8, below, presents the number of housing units for year-round occupancy in the Town and the County. Also shown is the rate of housing expansion and the share of the County's housing stock located in Williston. Note that the rate of housing growth in Williston has been significantly more rapid than in the County in general, and that the Town's share of the County's housing stock is increasing.

TABLE 8: Trends in Housing Supply, Williston and Chittenden County, 1970 - 1987

	1980		1984		1985		1987		80-87
	#	%CHG	#	%CHG	#	% CHG	#	% CHG	% CHG
WILLISTON	1251	--	1371	9.59%	1437	4.81%	1640	14.13%	31.10%
CHITT CNTY	39840	--	43606	9.45%	44615	2.31%	47091	5.55%	18.20%
WILL % OF CHIT	3.14%		3.14%		3.22%		3.48%		

The Town has issued permits for a number of residential developments in the past few years. Many of these permits have had phasing schedules attached, which set forth the number of lots or units that can be built, by year, over a period of years. Table 9 presents the combined phasing for new housing that has been approved.

TABLE 9: Town of Williston, Approved Residential Development, Phasing Schedule, 1989-1995

	1988	1989	1990	1991	1992	1993	1994	1995
SEWERED	22	74	75	75	22	40	37	36
UNSEWERED	8	3	34	24	0	0	0	0
TOTAL	30	77	109	99	22	40	37	36

These developments have a right under law to be built, if permit conditions are followed. This means that the Town's housing stock, and its population, will continue to grow at an accelerated rate, as experienced in the 1986-87 period. This rapid growth rate will subside in 1992, if additional approvals for new housing are limited.

B. Distribution

As described in the previous section, Land Use, housing in Williston is distributed throughout the town. Lower density housing is integrated with the town's farmsteads in the Agricultural Rural Residential areas. Housing at medium density is found in that portion of town served by the sewage collection system. Higher density housing, although predominantly single family detached, can be found to the north of the Village, in the Medium Density Residential Zone in both single family and multi-family units, and in neighborhoods west of Route 2A in the Northwest portion of town.

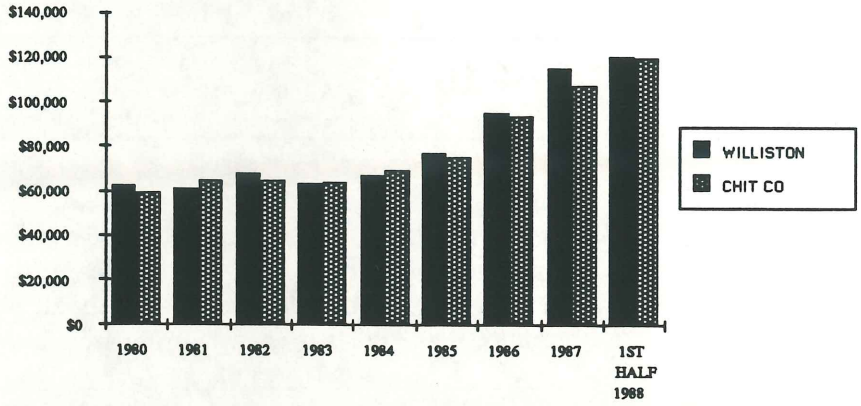
B. Distribution (cont.)

In an effort to promote compact and vital centers of activity, future high density housing development will be encouraged in and immediately adjacent to Taft Corners, while a tightly knit network of residential neighborhoods will be encouraged in and around the Village. Housing at moderate density will be encouraged within the sewer service area, in clusters off of those properties identified in the Open Space Plan. Similarly, moderate density clusters will be encouraged in the Rural Agricultural area, particularly at the Hamlet locations identified in the previous section, and in small cluster Planned Residential Developments. Widely scattered, low density housing will be permitted in the Agricultural Rural Residential areas, but in a manner that maintains productive and aesthetic values.

C. Costs

The cost of single family housing is steadily rising in Williston and, as shown in Figure 4, the average sale price for a home in the town now exceeds the average for the county. However, when housing prices are broken down by housing size and type, a more variable pattern emerges. As shown in Table 10, housing in Williston in 1987 was more costly than in the County in general for 3 bedroom and very large homes, but less costly for 4 bedroom and small homes. Prices for condominiums in the town were somewhat higher than in the County that year. While this pattern is not repeated each year, the variability is.

FIGURE 4: Housing Cost Trends, Williston and Chittenden County, 1980 - 1987



Source: Chittenden County Housing, CCRPC, 1986. (1987 figures: phone conversation, CCRPC)

C. Costs *(cont.)*

TABLE 10: Housing Costs by Size and Type, Williston and Chittenden County, 1980 - 1987

YEAR	AREA	2B	A.S.P.	3B	A.S.P.	4B	A.S.P.	5+B	A.S.P.	CONDO	A.S.P.
1980	WILL	2	$50,150	22	$58,566	14	$72,178	3	$56,966	NA	NA
	CHIT	96	48,798	412	55,105	232	68,478	54	73,974	NA	NA
1981	WILL	4	44,750	16	62,550	8	65,050	1	61,500	NA	NA
	CHIT	78	48,448	367	59,091	220	75,560	46	70,027	NA	NA
1982 (DATA NOT AVAILABLE FOR THIS YEAR)											
1983	WILL	3	61,333	21	64,523	17	68,945	3	59,550	1	45,000
	CHIT	114	52,632	495	64,714	338	78,659	55	84,175	229	51,034
1984	WILL	5	44,280	14	79,153	17	76,563	3	105,566	0	0
	CHIT	112	56,263	470	66,143	329	84,021	89	94,277	299	54,981
1985	WILL	9	56,905	27	77,930	15	86,913	2	120,250	9	64,412
	CHIT	133	64,669	538	74,044	338	93,792	95	100,705	318	57,850
1986	WILL	3	65,800	27	88,018	20	100,077	9	99,320	9	69,322
	CHIT	133	63,337	617	84,286	367	102,179	125	115,737	367	96,862
1987	WILL	6	58,483	27	111,761	24	123,997	4	173,125	21	76,893
	CHIT	121	72,552	611	99,616	415	133,761	64	140,809	459	75,047

Source: Chittenden County Housing 1986, CCRPC from MLS Comparale Book 1985.

The town has a very limited supply of apartments, with the investigators for the Chittenden County Regional Planning Commission identifying an average of only six vacant units listed for rent in their annual review of advertisements in the Burlington Free Press. This study was based on three one week periods each year for the period 1981 - 1986, and developed rental cost information for the apartments found. The results are summarized in Table 11, below.

TABLE 11: Apartment Rental Costs for Randomly Selected Units, Town of Williston and Chittenden County 1981 - 1986

	EFFICIENCY # AVG $	1-BEDRM # AVG $	2-BEDRM # AVG $	3-BEDRM # AVG $	4-BEDRM # AVG $
1981	1 195	3 266	3 350	- ---	- ---
1982	2 338	- ---	2 350	- ---	- ---
1983	- ---	- ---	9 361	- ---	- ---
1984	- ---	- ---	2 275	1 450	- ---
1985	- ---	1 325	5 362	- ---	- ---
1986	- ---	1 550	1 475	1 700	- ---
1987	- ---	- ---	- ---	- ---	- ---

Source: Chittenden County Housing, 1986, Analysis of Burlington Free Press Classified Advertisements for 3 one-week periods in each year

The town has no subsidized housing units for low income families or the elderly. It had 186 mobile homes as of the 1980 census, or 4.8% of the County total.

D. Forecasts

The mid-range rate of population growth established in Section III of this plan represents the Town's long-term growth objective. Table 12 provides an estimate of housing need based on the mid-range rate of growth, at five year intervals, through the year 2010.

TABLE 12: Projected Housing Need, Williston, 1990 - 2010

	1985	1990	1995	2000	2005	2010
MID RANGE POP	4060	4867	5498	6202	6983	7850
MID NEW UNITS	----	333	337	394	458	546
TOTAL UNITS	1,437	1,770	2,107	2,501	2,959	3,504
MID W/APPROVED DEVPOP	4,060	5,270	5,914	6,202	6,983	7,850
MID W/APPROVED DEV UNITS	----	440	234	390	458	546
TOTAL UNITS	1,437	1,877	2,111	2,501	2,959	3,505

The housing need estimates are derived by applying the assumed average household size to the population projected for each five year increment. The declining household size trend experienced in the County for the period 1980-87 has been used as a basis for establishing future household size factors.* The assumed household size factor declines at a rate of 4.9% each five years, yielding the following factors:

YEAR	AVG HOUSEHOLD SIZE
1990	2.75
1995	2.61
2000	2.48
2005	2.36
2010	2.24

The assumption that household size will continue to decrease leads to a growth rate for housing that significantly exceeds the forecasted growth rate in population. This is consistent with past experience in Williston, Chittenden County and most parts of the country. Included in the housing numbers are units that provide for housing replacements and vacancies, as well as for decreasing family sizes.

Also depicted in Table 12 is the rate of housing growth necessary to accommodate the approved developments within the overall limits of the mid-range rate. These developments will generate new housing in excess of the mid-range rate through 1995.

* It should be noted that the preferred methodology for projecting future housing need, based upon the literature, involves the application of a "headship" rate, or the rate at which new households are established, for each age cohort. The census data required for this methodology are not now available for Williston. Therefore, the future housing need estimates in this plan should be reevaluated when new data is available from the 1990 census.

D. Forecasts *(cont.)*

These growth rates represent a balance between the Town's commitment to support its fair share of the region's growth and its ability to provide necessary facilities and services. By managing the number of housing starts in accordance with Table 12, the Town will bring predictability to its facilities planning. Where capacity in a given facility is limited, that capacity should be allocated in a manner that encourages orderly growth and furthers the town's planning objectives. Consideration will be given to housing starts of a type or at a location deemed desirable, including housing for the elderly, affordable housing, minor subdivisions and housing that reinforces the Town's land use objectives of compact settlements.

E. Affordable Housing

Affordable housing is a term applied to housing that a family of four, with an income at or below the median income for the area, can afford without spending more than 30% of its income on the monthly housing costs. The median household income for the Burlington Metropolitan Statistical Area in 1988 was $38,500 and Chittenden County' s median household income in 1988 was $36,500. Housing costs for renters would include rent and utilities. Housing costs for homeowners includes mortgage payments, insurance and property taxes.

Defining and quantifying the Town's role in the area of affordable housing requires a regional perspective. A 1986 report prepared for the Vermont Department of Housing and Community Affairs provides the following:

> While home prices are high in the Burlington area, prices remain relatively affordable for the prospective 'move-up' buyer, but out of reach of most 'first-time' buyers.
>
> Again related to the income distribution of homeowners, Burlington ranks 12th (lowest) among the (state's) market areas in terms of the percentage of homeowners having a housing problem and the percentage of low income owners overpaying for their monthly housing costs. As would be expected, the percentage of renters with a housing problem is significantly higher in the Burlington market area than it is in the balance of the state.
>
> The Burlington area has had substantial employment and housing growth in the past, but faces a lack of developable land within the city to expand its housing stock. Due to economic pressures, it is difficult to find rental housing sites within or outside of the city in this market area which provide an opportunity to build within allowable costs which would provide housing units affordable to area renters. These economic and

E. Affordable Housing *(cont.)*

growth pressures, and a severe rental housing problem mean that the fair share distribution of multi-family rental units is a more pressing issue for this market area than it is for the rest of the state, as an inadequate supply of affordable rental housing is its principal problem.

The Technical Appendix to the report points out that in 1980 nearly 35% of renters in the Burlington area had low incomes and monthly rents in excess of accepted maximums. In that year, Williston had 1.6% of the County's 14,400 rental units.

Recent revisions to the state's Planning and Development Act require that the Regional Planning Commissions develop a housing element that, "identifies the need for all economic groups in the region and communities." Town plans, in turn, must have a housing element that includes a, "program for addressing low and moderate income person's housing needs as identified by the regional planning commission." As this plan is being written, the Chittenden County Regional Planning Commission has yet to develop their needs assessment. Based upon the foregoing, it would appear that the most pressing need will be in the development of rental housing for families. In the absence of more refined information, the town will strive to accommodate a gradually increasing share of the areas rental stock, consistent with the overall growth projections set forth in Section III. of this plan.

The Town can establish conditions that will encourage the production of such housing. A key factor in housing production is density. With higher densities, the land and development costs per unit can be held down, thereby allowing for lower prices. The Town has a strong influence over density, both through its zoning regulations and through its sewer capacity allocation policies. By insuring that adequate land is zoned for high density residential use, that development standards promote and allow for feasible development of affordable housing, and by earmarking sewer capacity specifically for the development of affordable housing, the Town will make a significant contribution to resolving this problem.

Williston should encourage the development of quality housing for the elderly that will meet the needs of its citizens. There is a documented need for low-cost housing and related facilities and services to serve the special needs and living arrangements of elderly persons.

Assistance should be available for qualified projects which would help reduce land costs and control ongoing operating expenses. This assistance could be in the form of a density bonus for a guaranteed number of affordable units, payment in lieu of taxes, or concession on certain development costs such as curbs, roads and impact fees.

VI. TRANSPORTATION

VI. TRANSPORTATION

The population and development growth trends described in the preceding sections of this plan carry with them an increased demand for a wide range of facilities and services. Among these is transportation, and it is a critical consideration for the Town as it works to manage its future. To accommodate future transportation needs, the Town will take an integrated approach, combining new roads and improvement of existing roads with the development of pedestrian trails and bus service in Williston. The town's transportation actions will be coordinated with its planning policies and land use objectives. Finally, where appropriate, the Town will work with neighboring communities to promote regional solutions to transportation problems.

A. Increasing Traffic Capacity

The private automobile is the principal means of transportation for Williston residents, and it is expected to maintain that dominant role for the foreseeable future. Map 8 illustrates the roadway network in Williston.

Growing numbers of vehicles on the town's roads, serving those who live, work, visit and pass through Williston, will require an increase in the capacity of the road network to carry traffic. Capacity can be increased through physical improvements to existing roads and intersections, through the addition of traffic lights and other controls, and through the limitation of points of access (driveways, side street intersections) onto major roads. Capacity can also be added through the creation of new roads.

A major new road proposed to alleviate current and future traffic burdens is the Chittenden County Circumferential Highway. This limited access highway will begin just east of the existing I 89 interchange at Taft Corners, and run northerly across the Winooski River near Redmond Road and the IBM facility. It will proceed through Essex, bypassing the Five Corners area in Essex Junction, and into Colchester, where it will again connect with I 89 and terminate at Heineburg Bridge and the Northern Connector. The highway's purpose is to provide a rapid route for through traffic. As such, access will be limited, with the only points of interchange in Williston being I 89 and Redmond Road. The lands immediately surrounding these interchanges are not designated as a locations for high density development. Rather, the town wishes to emphasize the efficient, traffic-moving function of this new road.

The right-of-way will be acquired for an interchange at Rt.2, but it will not be included in the initial design or construction of the Highway. The Town has expressed its concern that creation of an interchange at that location will lead to undesirable land use patterns and to increased traffic through the Village. In the course of discussions regarding this issue, it has been suggested that a Rt. 2 interchange might present fewer adverse

A. Increasing Traffic Capacity *(cont.)*

impacts if served by a roadway link to Taft Corners. Such a road could align as an easterly extension of Marshall Avenue, beyond the proposed Ring Road, and connect with the Circumferential Highway at its intersection with Rt. 2. This improvement will depend on future land use and traffic trends.

To enhance the visual setting of the highway, and the views from the highway, the Town will maintain an open space buffer along its full route, as described in the Open Space Plan in Section IV. Also discussed in that Section is the Town's greenway system. Greenway crossings of the highway will be sought during the final highway design stage.

In 1987, the Chittenden County Regional Planning Commission prepared an analysis of future traffic in Williston, and proposed a program of improvements to accommodate projected demand. Both the town and the Vermont Agency of Transportation participated in the study process. The recommendations from that report are summarized in Appendix 2.

Subsequent to the completion of the regional commission's report, the Target Plan for Taft Corners, described in Section IV of this plan, was developed. That Target Plan would generate significantly less traffic than anticipated by the regional commission report. Further, it calls for the creation of a ring road around the core of the Taft Corners area, thereby redefining the role of Routes 2 and 2A within the ring road. Therefore, the program of improvements set out by the regional commission is amended to eliminate the capacity enhancements to those portions of Routes 2 and 2A and to their intersection, and instead to add the development of the ring road called for in the Target Plan. The town recognizes that some widening will be required for Routes 2 and 2A to fulfill their role as primary roads with diagonal, on-street parking. It is further understood that new access points onto Routes 2 and 2A will be restricted until the development of at least the easterly portion of the ring road has been assured.

The Town does not wish to see widening of Rt. 2 as it passes through the Village. In fact, additional intersections may be recommended on Rt. 2 to accommodate new neighborhood roads, consistent with the Village target plan. Along with improved access to the Central School, these new entrance points may necessitate traffic signals or other measures to insure compatibility between traffic and compact land use in the Village. Traffic wishing to move through the Town at higher speed should be encouraged to use I-89 or alternative routes.

B. Reducing Traffic Demand

Future traffic demands can be moderated by encouraging other forms of transportation. Respondents to the opinion survey conducted in connection with this plan strongly support the creation of a network of pedestrian trails in the town, and the introduction of bus service. The utility of both a trail network and a bus system is greatly enhanced by a pattern of land use that is compact and compatible with pedestrian use.

The Open Space Plan, set out in Section IV., includes a network of "greenways". These paths are designed to connect important activity centers in the town, including the Village, Taft Corners, IBM, and the northwestern section of the town, to permit travel by foot, bicycle, ski or snowmobile. The greenways also link the activity centers to recreation and natural areas, as well as to the town's outlying neighborhoods. As a member of the Winooski Valley Park District, the town will coordinate its greenway system with the Park District trails to enable links with surrounding towns. Further, the Town will work with the regional planning commission in the development of its regional bikeway plan.

Bus service is now provided by the Chittenden County Transportation Authority (CCTA) within the Cities of Burlington and Winooski, and the Towns of South Burlington, Essex and Shelburne. These were the destinations most often cited by respondents to the survey who said they would use bus service. To the extent that employers and businesses in Williston draw from these towns, their residents would also benefit from bus service. In each case, those riding the bus would not be adding demand to the town's road network. Membership in CCTA requires approval by Williston voters, and involves a cost to the town based upon the miles of services within the town. Service routes and schedules would be based on demand or ridership potential.

Both the pedestrian and the bus alternatives will enjoy more success if they are complemented by future land use patterns. People must live, shop and work near the bus stops and pedestrian ways. They must be able to conduct their business safely and efficiently without a car when they reach their destination. As described in Section IV., Land Use, the town will promote just such a pattern at Taft Corners and the Village. This will entail the creation of internal or neighborhood roads and sidewalks, which will form the framework for future land development. These integrated networks will encourage pedestrian movement, and place residences close to the school, the library and Town offices in the Village, or close to shopping, services and work places at Taft Corners.

The location for future roads and greenways will be as set forth in Map 1, Taft Corners Target Plan; Map 4, Village Concept Pattern; and Map 6, Open Space Plan. Rights-of-way will be secured through a combination of easements and dedications. The protection of the future road and trail corridors will be an important factor in the town's review of proposed subdivisions and land development.

C. Transportation Improvement Costs

The costs for transportation will be significant. The total cost for the Circumferential Highway is now estimated at over $100,000,000. Just under half of the cost will be provided by a Federal grant. The source of the balance of its funding is undetermined at this time.

The program of improvements set out in the regional commission report has an estimated cost of $20,000,000. The amendments proposed to the regional commission program at Taft Corners could add to this figure. However, the Taft Corners Target Plan will generate roughly half the traffic estimated by the regional commission in developing their program. This may eliminate the need for or the extent of portions of the program, hence lowering its cost.

Base on the costs incurred by developers for recent road construction, it is estimated that the internal or neighborhood roads at Taft Corners and in the Village will cost ± $150 per linear foot to build. The cost of a multi-purpose trail will vary, depending upon the width, surface type and intended use.

The town's policy is to require the construction of internal or neighborhood roads as a condition of subdivision and site plan approval. Such roads are developed to Town standards, based upon public works specifications. Dedication of a right-of-way for a trail greenway will also be required as a condition of subdivision and site plan approval, with improvement of the trail either carried out as a part of the development, or through contributions to the town to support the improvement. Based upon their program of improvements, the regional commission has proposed a sharing of costs among the State of Vermont, the Town and Taft Corners area developers. The developers contribution would be derived through the creation of a Tax Increment Financing District, whereby the increase in the tax value of properties in the Taft Corners area would be earmarked for highway improvements. The town will use its taxing authority, as well as impact fees and other revenues, to support the various transportation improvements.

D. Airport

The Burlington International Airport, located in South Burlington, provides commercial air service to northern Vermont. The airport's runways are less than a mile from the Williston town line at Muddy Brook, with takeoffs and landings occurring regularly over the Town. As a result, a portion of the Town has been identified as falling within the noise impact zone of the airport. The impact zone is further distinguished by the amount of noise experienced within it at various locations. The noise level is referred to in Day-Night Average Sound Levels (Ldn), with a measure of 65 Ldn representing a noise impact. Of the Williston land included in the airport's noise impact area, a portion lies within the 70 Ldn area, with the remainder within the 65 Ldn area. As

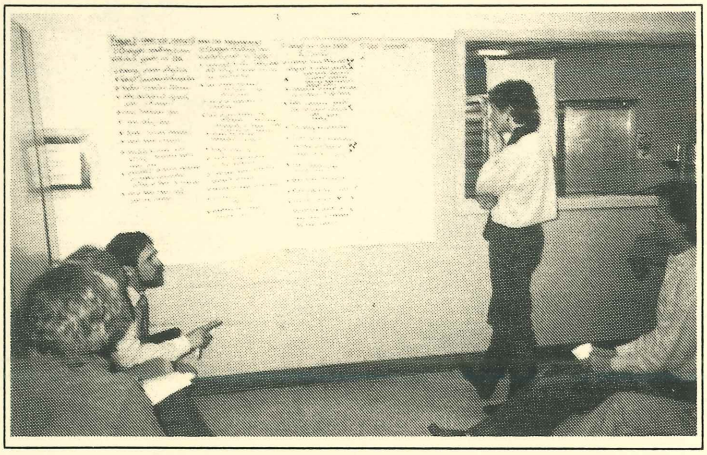
D. Airport *(cont.)*

shown in Appendix 3, these are lands in the Northwestern part of the Town, along Route 2 from the Town line with South Burlington to the western portion of Taft Corners. The area now has a mix of commercial, industrial and residential land use. As illustrated in Appendix 3, certain uses are incompatible with airport noise at various levels. Therefore, future land use within the airport noise area should be limited to noise tolerant uses, or should be conditioned to include noise level reduction measures.

E. Parking

Throughout most of the Town, adequate parking is provided on site for each land use. With the exception of Taft Corners, this pattern should be maintained in the future. To accommodate its higher density and integration of uses, a system and pattern of shared parking will be developed in the Core and Mixed Use portions of Taft Corners. Parking area will be reserved in the interior of blocks created by the siting of buildings adjacent to the proposed roadway grid network. Standards will be incorporated into the Zoning Ordinance and Subdivision Regulations to insure that adequate provision is made for parking, and that new uses are not approved that would demand parking in excess of supply. Such standards will be based on a pattern of shared parking in a compact, mixed-use environment. Internal block spaces will be supplemented by on-street parking. Remote parking, in the form of surface parking or parking structure, will be permitted, particularly in support of development in the Core of Taft Corners. As with other aspects of development in the area, the Planned Unit Development process will be encouraged as a means of achieving the objectives of this Comprehensive Plan for parking.

The development of commuter lots at appropriate locations will be encouraged by the Town and should be sited and designed to be compatible with their surroundings.



VII. UTILITIES AND FACILITIES

VII. UTILITIES AND FACILITIES

The availability and capacity of town utilities, facilities and services is a measure of the town's ability to accommodate both present and anticipated population. Where a facility is deficient, the town will make necessary improvements, but will limit or condition new development to avoid unsafe conditions. Where a facility has finite capacity, the town will allocate that capacity consistent with its planning objectives and land use policies.

In 1987, the regional commission prepared a preliminary report on data for a Capital Budget for the town. That report provides an inventory of equipment for the various town departments, and an assessment of future capital needs by department. Highlights from the report are included in this section, but that document should be referred to for a detailed description of the town's capital needs.

A. Sewer Collection and Treatment

1. Municipal System

For much of the town, treatment and disposal of sewage is accomplished through septic tank/leach field systems. However, in 1985, the Town joined the Town of Essex and the Village of Essex Junction in the development of a sewage collection and treatment system. The purpose of the system was first to eliminate existing sources of pollution, and second to support new development in an environmentally sound way. The system was financed by a combination of federal, state and local funds. Williston sold a bond to raise its $2.5 million share of the project's costs.

The system terminates at a secondary treatment plant in Essex Junction, where treated effluent is discharged into the Winooski River. The plant has a design capacity of 2.75 million gallons per day. Based upon an agreement between the three towns, the Town of Williston is entitled to a 19% share of the plant's capacity, or 530,000 gallons per day (gpd). Initially, 580 users were connected to the system in Williston, generating just under 84,000 gpd.

Based on the existing and expected location of higher density development in Williston, the town established a sewer service area that included nearly all lands north of I 89, west of North Williston Road and south of Mountain View Road. These were the areas designated Commercial, Interstate Commercial, Industrial, Medium Density Residential and Village in the town's zoning ordinance. Sewer collection lines were laid, and service was extended to existing land uses in the service area. The town also enacted a sewer allocation policy and ordinance, whereby a portion of the town's excess capacity would be earmarked for each of the involved zoning districts. The amount of capacity allocated to each project would be based upon design flow estimates used by the State of

A. Sewer Collection and Treatment *(cont.)*

1. Municipal System *(cont.)*

Vermont for various types of land uses. For example, a single family residence was assumed to require 450 gpd of capacity. The allocations by district are listed in Table 13.

Table 13: Original Sewer Allocations by Zone, Town of Williston, 1983 - 88

Zone	Original Allocation	1986 Adjustment	Total
Commercial	99,500	75,225	174,725
Indus/Comm	20,500	30,050	50,550
Industrial	60,000	6,570	66,570
Light Indus	60,000	-	60,000
Village	36,000	2,950	38,950
Med Den Res	24,000	130,000	154,000
TOTALS	300,000	244,795	544,795

As of October, 1988, nearly 440,000 gpd had been allocated to various projects, based upon their design flows. Only 176,643 gpd was flowing to the sewage treatment plant. This is due to two factors; first, the actual flows are in fact well below the State's design flow estimates. For example, a single family residence actually generates 167 gpd, rather than the 450 gpd estimated by the State. The second factor is that many recipients of allocations are holding onto their allocation. In certain cases, this is due to phasing requirements placed on their allocation and zoning permits. In other cases, the holding in reserve is at the discretion of the individual. In all cases, the town has been paid a fee based upon the full allocation to accommodate a specific development project.

The difference between design and actual flows suggests that the town may have the capacity to support more connections to its sewage system than originally anticipated. Further, the plant itself has proven to be very efficient, as evidenced by the quality of the effluent that it produces. As a result, it may in fact have greater capacity than originally estimated. These might be considered "no-cost" enhancements to the Town's sewer capacity.

In addition, the Vermont Agency of Natural Resources has completed an evaluation of the "assimilative capacity" of the Winooski River that has determined the river's ultimate capacity to accept treated effluent. That study found that the river has capacity beyond that approved in total for the various treatment plants that now discharge into it. Therefore, additional capacity may well be available to the Essex Junction Plant, with certain enhancements. If capacity were added to the Essex plant, Williston would be entitled to its 19% share of that new capacity.

A. Sewer Collection and Treatment *(cont.)*

1. Municipal System *(cont.)*

It should be noted that any enhancements to the plant would require added investment by the participating towns. Federal funding under the Clean Water Act provided the lion's share of the cost of the existing plant. That source of funds would not be available to the town if it needed to create additional sewage capacity. In fact, it is unlikely that the town could support the cost for plant enhancements in light of the capital costs for transportation, education and other needs described elsewhere in this plan. The implications of the "no-cost" factors, based on actual flows and greater plant efficiency, will need to be calculated through further study.

Future sewer need can be estimated on the basis of the land uses projected in this plan. Assuming that 80% of future housing is located in the sewer service area, as has been the case in the past few years, then 1,653 housing units will require sewer service, based on the mid-range rate of growth. Using an actual flow rate of 175 gpd per unit (167 gpd + an allowance for storm or groundwater infiltration = 175 gpd), these units will generate 240,205 gpd. The Town has already provided an allocation for the 281 units that have been approved for development in the Medium Density Residential district (MDR) between 1988-1995. This leaves 1,373 units (of the total 1,653) that need a sewer allocation. Of these, 470 units are assigned to the Taft Corners area, approximately 200 to the Village, and just over 700 to the MDR.

As of October, 1988, 184,000 gpd had been allocated for residential developments in the Village and MDR districts. This allocation is based on a design flow factor of 450 gpd per unit. If the allocation were calculated on the basis of actual flow, it would be 72,000 gpd, freeing up 112,000 gpd for allocation to other development. In addition, 8,000 gpd remain unallocated from the Village, for a total balance of 120,000 gpd. The 900 unallocated units planned for the Village and MDR will require 158,000 gpd, resulting in a shortfall of 38,000 gpd or 217 residential units.

The 470 housing units planned for Taft Corners will require 82,250 gpd. Commercial and industrial sewage needs are more difficult to gauge. The Taft Corners target plan, set out in the Land Use section, estimates a mix of new commercial uses that would generate roughly 76,000 gpd. Should the mix of uses include a greater share of water-consumptive activities (restaurants, hotels, laundry, car wash), then the sewage requirements could run higher. Over 200,000 gpd has been allocated to the Taft Corners target area (Commercial, Light Industrial and Interstate Commercial zones) as of October, 1988. Of this, about 33,000 gpd was actually flowing. Unlike the residential flow factors, there is no clear indication as to the accuracy of the design flow basis used for the

A. Sewer Collection and Treatment *(cont.)*

1. Municipal System *(cont.)*

commercial allocations. If none of the currently allocated capacity is made available for residential use, the Taft Corners target plan will exceed the area's assigned sewage capacity. The actual needs of the projects to which capacity has been allocated should be evaluated, and any surplus capacity identified should be reallocated.

The sewage requirements for uses within the Town's industrial zone will also vary depending on the nature of the activity. Of a total capacity assigned to this zone of 66,570 gpd, 41,400 gpd had been allocated to the Industrial zone as of October, 1988, to support the phased buildout of various industrial parks. Only 9,300 gpd is now flowing. No specific industrial development forecasts have been made beyond the development of these parks, however the southwestern quadrant of Taft Corners, outside of the Ring Road, is recommended for rezoning to Industrial. Capacity to support this area has been allocated to the property owner, and is included in the 200,000 gpd listed above for Taft Corners.

The Interstate Commercial zone had 50,550 gpd originally earmarked for its use, with 48,550 having been allocated. Up to date flow estimates are not available. As in the Industrial Area, this plan does not include any specific land use forecasts for the Interstate Commercial zone.

In summary, the existing and projected flow demand on the Williston collection system, based upon this plan, committed allocations and existing use, is as follows:

CURRENT FLOW (10/88)		176,643	gpd
PROJECTED FLOW			
	Taft Corners	129,950	gpd
	Village/MDR	207,025	"
	Industrial	57,205	"
	Interstate	50,000	"
TOTAL		620,823	gpd

These figures demonstrate that the potential growth in demand over the 20 year planning period will exceed Williston's share of the treatment plant's capacity by about 90,000 gpd, or 17%. In light of this, the Town will monitor carefully its sewer allocations, evaluate actual use flows for projects with allocations, discourage the hording of sewer allocations and pursue other "no-cost" approaches to increased levels of sewage treatment capacity. If the demand/capacity ratio can not be brought into balance, the Town may be forced to restrain growth or assign additional development to the unsewered areas of Williston. This latter alternative is not desired.

A. Sewer Collection and Treatment *(cont.)*

2. Community Sewer Systems

In recent years, developments have been proposed that rely on private community sewage systems, rather than the Town's municipal system or individual, on-site septic tanks and leach fields. Such systems provide for the collection of domestic wastes and the conveyance of that waste via pipeline to a point of subsurface disposal. Treatment is usually primary, through settling in a large septic tank. Systems of this type that are designed to handle 6,500 or more gpd require the issuance of an Indirect Discharge Permit by the Protection Division of the Vermont Agency of Natural Resources. Where the system is for less than 6,500 gpd, approval is through a Certificate of Compliance, issued by a district engineer from the State's regional office.

A community system may be located on the property being developed, or it may be on another property, perhaps miles away. The community approach allows the developer to site the project without concern for the capability of soils at the site to support sewage disposal. This is a significant departure from recent land use tradition in the Town, and in most parts of the state, where soil capability has been the determinant factor in the "developability" of a piece of land. Fragile areas, such as wetlands, steep slopes and uplands were, in a sense, protected by virtue of their inability to "perc", or pass the engineering tests for on-site disposal. With a community system, this limitation can be overcome.

The prospect of development in fragile environments is a cause for concern. Conversely, a community system has the ability to support a cluster pattern of development, which can complement open space protection and land conservation efforts.

Community systems represent a long term liability for the Town. Ownership and maintenance responsibilities are generally in the hands of the property owners/residents of the development served by the system. Should the system fail and require significant investment, the Town must rely on those owners to bare the costs. Particularly when the community system is off site, owners may be unwilling, if not unable, to put forward the necessary remedial effort. In some cases, repair may not be possible, requiring the relocation of the system or the extension of the municipal system to accommodate those served by the failed system. These are costly undertakings, and may be proceeded by a period of environmental degradation.

As described above, the Town has made a significant investment in a municipal sewage system for the dual purposes of abating pollution and supporting planned growth at higher densities. For the most part, the service area of the municipal system constitutes the appropriate location for development requiring community-scale sewer service. By limiting

A. Sewer Collection and Treatment *(cont.)*

2. Community Sewer Systems *(cont.)*

such development to that predetermined area, the Town lessens its financial and environmental liabilities, while making efficient use of a major public investment.

In light of the above, it will be the Town's policy to limit the use of private community sewer systems to those instances where such a system is necessary to support a pattern of development that enables conservation of Prime Open Land and other open space resources, as described in the Land Use section of this Plan. Where use of such a system is authorized, the Town will set permit conditions and require provisions in deeds and other land records governing the responsible entity, its ability to assess its members for costs, system maintenance inspections, and waiver of Town responsibility for system repair or replacement. The Town will also seek to coordinate its efforts with the Vermont Agency of Natural Resources.

B. Water Supply

Three types of water systems exist in Williston. Individual wells provide water to many single family residences and some businesses. Common water systems provide service to several residential developments. A town water system, receiving its supply from the Champlain Water District, serves most of the Village, the residential areas north of I 89 and the and the industrial and commercial areas. The system has 21 miles of water pipe serving about 1000 users. Flows are metered, with monthly charges based on metered flows. Weekly demand for a typical four week period in 1987 ranged from 2 to 2.48 million gallons.

Improvements are needed for certain of the system's pumps, and an additional employee in the Water and Sewer Department has been suggested. Because the Department is a revenue department, future improvements will be financed primarily through user fees.

C. Police

Police service is provided by a part-time rural police force. The Vermont State Police serve the Town from the Colchester barracks. Table 14, below, shows the trend in demand and response by the Williston patrol.

Table 14: Police Demand and Response, Town of Williston, 1983 - 1987

	1983	1987	% CHANGE
PROPERTY CHECK	215	198	-7.91%
TRAFFIC TICKETS	715	555	-22.38%
CALLS	125	192	53.60%
MILES PATROLLED	21,760	22,285	2.41%

C. Police *(cont.)*

The department is now housed in the old Town Hall. The Town Constable has sited the need for a new cruiser and communication equipment. In light of both residential and commercial growth trends, he has further suggested that the Town should create a full-time police department, at an estimated cost of $200,000 per year. This would mean a force of 5-7 police officers and 2-3 cruisers. In late 1988, the Board of Selectmen commissioned a study to evaluate the police needs of the community. That study has recommended the creation of a full time force.

D. Fire Protection

The Town is served by a volunteer fire department, equipped with seven vehicles and other fire fighting apparatus. The major capital items cited as needed by the Department are a pumper truck, with an estimated cost of $130,000, and the possibility of another station in the Muddy Brook/ Taft Corners area in the next five years. Although calls have increased steadily from 102 in 1983 to 139 in 1987, the need for a paid force is not seen at this time.

E. Emergency Services

Primary emergency services are provided to the Town by the St. Michael's Rescue Squad and the Iroquois First Response. Back-up services are provided by Essex Rescue, Richmond Rescue and U.V.M. Rescue. All the ambulance services are volunteer organizations and are licensed by the Vermont State Health Department. The services are funded by voluntary contributions. Coverage in the Town of Williston by these services is deemed to be more than adequate.

F. General Government

Town government provides record keeping, tax collection, property assessment, auditing, planning and zoning, building maintenance and other general administrative services. Over the past five years, it has undergone significant change. The Town has moved much of its office space to the old grange, now called the Gov. Thomas Chittenden Memorial Town Hall. The town has also added the position of Town Manager and Town Planner. These positions were recommended in the 1982 Town Plan to help the Town cope with the pressures of a growing population. In addition to the Manager and the Planner, other paid employees include the Town Clerk/Treasurer, Assistant Clerk/Treasurer, Bookkeeper, 2 Office Clerks, Assistant Zoning Administrator, Planning Administrator, a Water & Sewer Administrator and technical assistants, and a highway supervisor and crew.

Town government is administered by a five member Board of Selectmen. There is also a nine member Planning Commission, a five member Zoning Board, three Listers and three Auditors. A five member Conservation Commission was created in 1987.

G. Recreation

The Town has set aside 53 acres of land, including school grounds for recreation purposes. The school grounds comprise 51 acres of this land, providing a basketball court, 2 tennis courts, a developed playground, 3 softball fields, a track and 2 soccer fields. With the exception of the tennis courts, which are maintained by the Williston Recreation Committee, all these facilities are maintained by the school, and are available for public use. The other 2 acres of public recreation land make up Brownell park which provides a softball field, a basketball court, 2 lighted tennis courts and a playground.

There are several private recreation facilities in the Town that benefit the citizens and visitors to Williston. They include the Pinecrest Camping Area, with 75 sites for tents and recreational vehicles; Catamount Ski Touring Center, with 40 kilometers of nordic ski trails; Williston Driving Range; Williston Country Club, with its 18 hole golf course; Lake Iroquois, providing a beach and boat launching facilities; 3 private softball fields; a rollerskating rink and a system of snowmobile trails on private property maintained by the Vermont Association of Snow Travelers.

The Town is in the process of acquiring a 295 acre parcel known as Mud Pond from the Nature Conservancy. Funded in part by a Land and Water Conservation Fund grant, the land will be used for recreation and conservation purposes. By owning this land, opportunities for passive and active recreation will become available to the Town immediately and in the future.

Over the years, much of the responsibility for recreation programs and facility maintenance has been with the Recreation Committee. This volunteer group of citizens oversees the summer playground and swimming programs and the 4th of July athletic events. In conjunction with the Conservation Commission, the Recreation Committee is working on the implementation of the Open Space Plan, as lands identified as parks will fall under the administration of the Recreation Committee or a future Town Recreation Department. The Committee has recently conducted a Town-wide recreation survey that will assist the Town in projecting the public recreation needs and desires of the community and in planning for future facilities.

H. Library

The library offers many services and programs to the Williston community. Presently the public has access to a book stock containing over 10,000 volumes, which are available on a lending basis. In addition there is an audio collection with over 250 units. There is an extensive preschool program, weekly story programs, reading club, and special topic events. An effort is made to provide programs of interest to all age groups in Williston, from preschool children to adults.

H. Library *(cont.)*

Current staff for the library includes the following:

Full time librarian
Part time assistant
Full time circulation and technical assistant
Part time children's consultant
Student Aid

The addition to the library, which was completed in 1986, has increased the capacity of the library to accommodate projected growth for the next 15-20 years. This increased capacity will be needed. Recently the library staff has seen an increase in the publics use of the offered services and programs. Circulation is up 40.3% for 1988 (compared to 23% for 1987). The number of registered borrowers has also increased by 17.4%, from 1,653 in 1987 to 1,940 in 1988. The general feeling of the library staff, is that library use is growing more rapidly than expected. To meet this demand they are planning for new programs, additions to the collection, and methods for increasing efficiency and services.

The office will be receiving a grant from the Vermont Department of Libraries. This will be used to purchase a computer, printer, and communication equipment. With this in place, the library can become a member of the Vermont Automated Library System. This will allow for direct contact with other libraries (including ones at UVM, Middlebury College and other public and private institutions), making it possible to search their catalogs and to check on availability of books and resource materials. This will give the library patrons a broader, more extensive source for materials.

At the present time the demand for the juvenile collection has increased dramatically. There has been a similar increase in demand for children's programs. The library staff hopes to meet this demand with more books (the juvenile collection is small) and programs for this age group. They would also like to be able to address senior's needs and to provide services for young adults.

I. Landfill

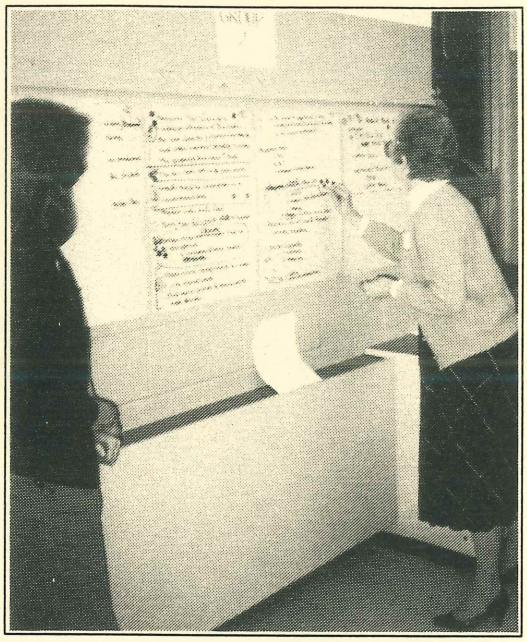
Located on 85 acres of land off Redmond Road in the northern part of town, Williston's landfill has been in existence since 1979 when it first received State certification. The landfill is designed in three phases, the first of which is almost complete. Phase II is an extension of Phase I, and has been certified. Phase III, to be commenced in the future, will be a lined landfill.

The landfill's present certification expires on July 1, 1989. Under the 1987 Solid Waste Law - Act 78 - it is unclear whether it will be necessary to apply for recertification or if the Transitional Operational Authority, granted in 1987, will carry through until 1991 by which time all

I. Landfill *(cont.)*

landfills must be lined.

Based on a projected town population of 8,000 people, each producing 3.5 pounds of solid waste per day, Phases I and II of the landfill have a life expectancy of 5 - 7 years. Phase III, not yet begun, has a life expectancy of 22 years. Whether the landfill will be in operation for the entirety of its life expectancy is not known as the Town is a member of the Chittenden Solid Waste Disposal District which is discussing the possibility of landfill sharing and regional landfill(s) for the future.



VIII. ENERGY

VIII. ENERGY

As this plan is being prepared, the Town of Williston is without any group or individual specifically involved in the area of energy planning, energy conservation or renewable energy resource development. It does not have an active Town Energy Coordinator or an Energy Committee. The Regional Planning Commission does not have a current data base in the area of energy resources, needs, scarcities, costs or problems within the Town or region. The Vermont Public Service Department has provided information to the Town in the course of the planning process on the location and nature of existing and proposed utility corridors through the Town, and has referred the Town to guidebooks for energy planning and to recommended construction standards to insure that new buildings are energy efficient. In effect, the Town is at the very beginning of the process of energy planning.

Town buildings are energy efficient, having been audited and weatherized in the 1980s. The Town does not have building codes for single family residential structures, and therefore is not now regulating construction standards as regard energy efficiency standards. All other development comes under state building review, and is subject to energy standards.

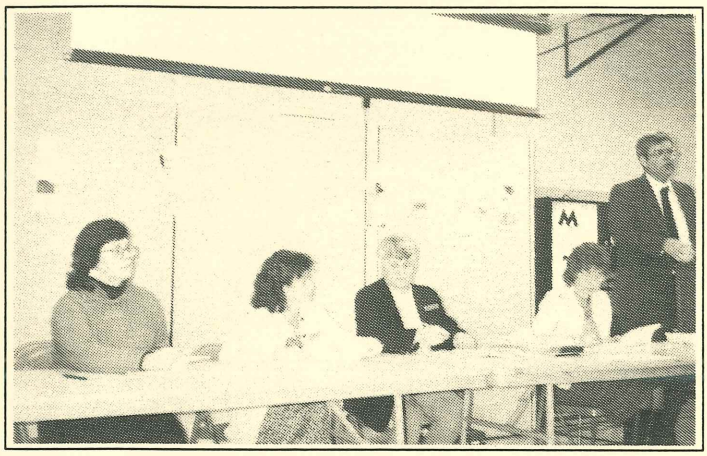
For a combination of reasons, the Town has designated the northwestern/north-central part of Williston as the appropriate location for higher density development, including commercial and industrial uses, as well as housing. This plan establishes a mixed use policy for portions of the area, permitting more interaction between uses, reducing transportation demands and improving the climate for bus, bicycle and other alternative transportation modes. This will produce energy savings. The area will also have access to natural gas via a piped distribution system, thereby increasing energy options.

Williston is provided electricity by Green Mountain Power and the Vermont Electric Cooperative. The Town is crossed by two major electrical transmission lines, a 34.6 KV line operated by the Vermont Electric Cooperative, and a 115 KV line operated by the Vermont Electric Transmission Company (VELCO). A new 345 KV line has been proposed by VELCO. Originally, a new corridor was proposed to accommodate this line, but based on local input, the company has revised its plans and have elected to use the existing 115 KV corridor.

The VELCO line passes through Taft Corners, at a location proposed for high density, mixed use development. As plans evolve for the upgrading of that line, its relocation out of the Taft Corners Target Area should be considered.

A natural gas transmission line is also proposed to run through Williston. The Champlain Pipeline Company is seeking to develop a line to

carry natural gas from Canada, through Vermont, to markets in southern New England. This pipeline is proposed to follow the Circumferential Highway alignment to Allen Brook, turn to connect with the VELCO right of way, pass under I-89, and proceed south. If built, the line will be available for service to Vermont customers at selected "gate station" locations. One such gate station would be in Williston, at Taft Corners.



IX. EDUCATION

IX. EDUCATION

Williston is a member of the Chittenden South Supervisory Union School District, along with the Towns of Charlotte, Hinesburg, St. George and Shelburne. Students from Williston attend the Williston Central School for kindergarten through 8th grade, and Champlain Valley Union High School for 9th through 12th grades. Students from St. George also attend the Williston Central School, on a tuition basis.

The capacity of the Central School is about 750 students. Combined Williston and St. George enrollment for the 1987-88 school year was 614. The recent trend in enrollment is displayed in Table 15, below.

TABLE 15: Enrollment Trends, Williston Central School, 1980/81 - 1987/88

YEAR	# OF STUDENTS
1980-81	592
1981-82	591
1982-83	576
1983-84	541
1984-85	525
1985-86	528
1986-87	554
1987-88	614

As the Table illustrates, enrollments were declining slightly during the early 1980s despite an increase in housing starts and population in the Town. This trend was reversed in 1986-87, and is expected to continue climbing. Enrollment projections, prepared by the School District, are shown in Table 16, below.

TABLE 16: Enrollment Projections, Williston Central School, 1988/89 - 1992/93

YEAR	# OF STUDENTS
1988-99	653
1989-90	692
1990-91	727
1991-92	774
1992-93	812
1993-94	833

The enrollment projections are based on a review of current enrollments by grade, births and building permit records for new housing. The methodology has proven quite accurate in the past, according to the School Board Chairman. However, analysis of past trends in building permits does not provide a direct statistical correlation to school enrollments, making it difficult to pinpoint the effect of varying growth rates on the school and its capacity. According to the District Superintendent, the projections listed above generally reflect enrollments that would arise from a continuation of the overall 1980-1987 growth trends in the Town. A more rapid increase in Town growth, as experienced in the 1986-1987 period, would generate higher enrollments that projected.

The housing development already approved by the Town will continue the accelerated growth rate through 1991. This will likely cause the school to reach its capacity earlier than forecasted above. Over the longer term, the mid-range growth rate appears consistent with the enrollment forecasts.

In addition to the relationship between total school capacity and enrollment, the age or grade distribution of the students has an effect on the school's adequacy. In Williston, as in communities throughout the School District and the State, the enrollments are disproportionately high in the lower (K-4) grades. This uneven distribution creates problems for the school, even at total enrollments less than its theoretical capacity.

The Williston School Board is currently working with the District Superintendent on expansion plans for the Central School. This planning is motivated both by growth in enrollment and by a desire to improve the overall educational program. The objectives include separation of the lower (K-3) grades from the upper, development of preschool and after school care space, and improved facilities for community use, including auditorium, recreation and adult learning space.

The School Board has developed a facility improvement plan for the elementary school that involves the development of three classroom clusters or "school houses" in the first phase, along with improvements to the school's core facilities. It will increase the school's capacity by 80-100 students, and is expected to meet the Town's needs through 1997, based upon assumed rates of growth. A second phase would also include three "school houses", adding capacity for yet another 80-100 students. As this plan is being written, the Board is continuing its facility planning.

The School Board does not wish to see the total number of students at the Central School location in the Village exceed 1,000. The two phase addition will bring the schools capacity to over 900. Among the options under consideration is the creation of a middle school, perhaps in cooperation with one or more of the School District's other member towns. This would not only relieve enrollment pressure on the Central School, it would also reduce enrollment at the union high school. Finally, it would provide a facility specifically for students at an age and educational level that is unique in its needs and challenges.

The School Board has established an impact fee for new residential development designed to cover the added capital costs associated with such development. The fee has been applied as a condition of Act 250 permits, and will be continued. If it is to achieve its purpose, the fee will need to be increased. Under recently enacted state law, such impact fees may only be applied if adopted as an ordinance, and then only in conformance with a duly adopted capital budget and program.

IX. EDUCATION

Champlain Valley Union High School has a design capacity of 1,150, although the District Superintendent sites 900 as a more realistic capacity figure when current educational standards and limitations on core facilities such as the gym and science labs are considered. Enrollment at the school in 1987-88 was 799. It is expected to decrease over the next few years, but then turn sharply upward when the bulge of students now in the primary grades reach high school age. Table 17, below, shows the projected enrollments for CVU through 1998.

TABLE 17: Enrollment Projections, Champlain Valley Union High School, 1988/89 - 1997/98

YEAR	# OF STUDENTS
1988-89	779
1989-90	753
1990-91	747
1991-92	761
1992-93	803
1993-94	837
1994-95	889
1995-96	936
1996-97	960
1997-98	1049

The enrollment projections suggest that the adequacy of the CVU facility will need to be addressed with in next few years.

X. COST OF GOVERNMENT

X. COST OF GOVERNMENT

Over the last five years, the cost of local government services has grown in Williston, and the share of that cost borne by local revenues has increased. Table 18 presents the percentage change in Town revenues and expenditures.

TABLE 18: Revenue and Expenditure Trends, Williston, 1983-1987

	1983	% OF TOTAL	1987	% OF TOTAL	% CHANGE
REVENUES:					
LOCAL					
TAXES - PROPERTY	$2,404,870	48.67%	$2,544,446	60.65%	5.80%
FINES & FORFEITS	$1,098	0.02%	$4,692	0.11%	327.32%
CHARGES FOR SERVICE	$407,199	8.24%	$1,005,878	23.98%	147.02%
INTEREST	$107,207	2.17%	$72,883	1.74%	-32.02%
OTHER	$22,429	0.45%	$20,594	0.49%	-8.18%
INTER GOVERNMENTAL					
FEDERAL	$1,009,760	20.44%	$13,739	0.33%	-98.64%
STATE - AID TO EDUCATION	$175,979	3.56%	$101,553	2.42%	-42.29%
STATE - HIGHWAY	$52,371	1.06%	$81,680	1.95%	55.96%
STATE/FEDERAL MISC.	$760,000	15.38%	$349,695	8.34%	-53.99%
TOTAL REVENUES ==>	$4,940,913		$4,195,160		
EXPENDITURES:					
GENERAL GOVERNMENT	$166,782	5.36%	$254,894	6.88%	52.83%
PUBLIC SAFETY	$55,155	1.77%	$78,870	2.13%	43.00%
public health	$149,711	4.81%	$441,235	11.91%	194.72%
HIGHWAYS/STREETS	$290,057	9.33%	$475,509	12.84%	63.94%
HEALTH/WELFARE	$8,954	0.29%	$7,939	0.21%	-11.33%
CULTURE/RECREATION	$30,265	0.97%	$59,130	1.60%	95.37%
EDUCATION	$2,344,817	75.40%	$2,304,414	62.22%	-1.72%
DEBT SERVICE	$17,655	0.57%	$45,441	1.23%	157.38%
OTHER	$46,322	1.49%	$35,998	0.97%	-22.29%
TOTAL EXPENDITURES ==>	$3,109,719		$3,703,430		

Source: Financial Reports in Williston Annual Reports

On the revenue side, the major shifts have been a reduction in transfers from the State and Federal governments, and an increase in the collection of charges for services. When taken together, Revenue Sharing from the Federal Government and State Aid for Education and Highways declined by 34%, from over $298,000 in 1983 to just under $196,000 in 1987. This also represents a drop in share of Federal and State Aid from 9% of all revenues in 1983 to 5% in 1987. While this has meant greater reliance on local sources of funds, it has not been the property tax that has picked up the slack. The amount of revenue raised through the property tax increased by 6%, but its share of all revenue fell from 74% in 1983 to 66% in 1988. Rather, it is an increase in charges for services, principally water and sewer fees and school tuition payments, that have made up for reduced intergovernmental transfers. The share of all revenues from charges for services rose from 13% in 1983 to 26% in 1988.

X. COST OF GOVERNMENT

On the expenditure side, an overall growth reflects increases in Town services in the areas of general government, highways, water/sewer, recreation and debt service. While education remains by far the most costly service, its share of total expenditures has dropped from 75% to 62%. The debt service and water/sewer increases are related to the new sewer system.

Although the role of the property tax has changed slightly in Williston, it remains the principal source of funding for Town government. The Property Tax revenues are raised by applying a tax rate to the value of each property in the Town. When combined, the value of all Williston real property is called the Grand List. The tax rate is determined by dividing the amount of property tax revenue needed to support the Town and school budget for a fiscal year by the Grand List.

For purposes of calculating Aid to Education, the State applies a factor to each town's Grand List to arrive at an "equalized grand list" that in theory represents the full fair market value of all property in each town. Table 19, below, uses these equalized numbers to illustrate the trends in Williston's Grand List. The use of these equalized numbers has the effect of evening out irregularities that arise from reappraisals.

TABLE 19: Grand List Trends, Town of Williston, 1981 - 1987

	AGG. F.M.V.	% OF TOTAL	AGG. F.M.V.	% OF TOTAL	% CHANGE
RESIDENTIAL	$61,152,785	52.21%	$116,416,590	50.48%	90%
VACATION	$371,294	0.32%	$828,169	0.36%	123%
COMMERCIAL	$24,472,018	20.89%	$57,403,835	24.89%	135%
INDUSTRIAL	$3,649,647	3.12%	$27,731,440	12.03%	660%
UTILITIES	$3,644,672	3.11%	$6,509,812	2.82%	79%
FARM	$13,231,133	11.30%	$5,589,351	2.42%	-58%
TIMBER	$0	0.00%	$0	0.00%	--
STATE LAND	$0	0.00%	$0	0.00%	--
MISCELLANEOUS	$10,612,167	9.06%	$16,118,184	6.99%	52%
TOTAL	$117,133,716		230,597,381		97%

Source: State 411 forms, Abstract of the Grand List, 1981, 1987

The Table reflects in increased value the development trends described in Section IV of this Plan. The number of individual parcels comprising the Grand List has grown by 32%, the average value of each parcel has increased by 49%, and the overall value of the Grand List has increased by 97%. The dominant land use category continues to be Residential, although its share of the Grand List declined slightly. The biggest shift has been an increase in the Industrial category, and a corresponding decrease in the Farm category. It should be noted that the Prime Open Lands identified in the Land Use section constitute less than 5% of the Grand List. Overall, the Grand List has grown at a rate of 16% annually,

with combined Commercial and Industrial values growing at 33% per year. This has exceeded growth in expenditures, which has occurred at a 4.8% annual rate, thereby keeping the tax rate stable.

Determining a town's "tax burden", or whether its taxes are "high" or "low", is really a matter of comparison. A report issued in February, 1989 by the Governor's Special Commission on Property Taxation provides various measures of the tax burden for each of the 247 towns in Vermont. The report also lists each town's rank for each measure. The lower the rank, the lighter the burden. Table 20 displays the results for Williston.

TABLE 20: Tax Burden Measures, Town of Williston, 1988

MEASURE	RANK
EFFECTIVE TAX RATE	40
TOTAL RESIDENTIAL TAX PER ADJUSTED GROSS INCOME	22
AVERAGE RESIDENTIAL 1 TAX	139
SCHOOL TAX PER STUDENT	171

Williston's tax rate and the amount of taxes paid proportional to incomes are each among the lowest in the state. The actual amount paid in taxes on a residence is below the median, while the actual amount of school tax paid per student is just above the median. These rankings suggest that the burden on the taxpayer is not comparatively heavy, and when evaluated on the basis of income, the burden is comparatively light. It should be stressed that these measures describe average situations in the Town. For those residents with lower incomes, the tax burden can be great indeed. As demonstrated in the preceding sections of this plan, the Town faces both capital and operating costs that will place additional burdens on its taxpayers. Among the Town's objectives is to minimize those burdens.

Preliminary estimates have been developed for the cost of capital improvements anticipated over the next five years. Excluding road and school costs, it is projected that the Town will need to spend an average of $377,000 per year on capital items. This represents a 10% increase in the current cost of government, and would be added to operating costs, which have grown at nearly 5% per year. With debt service for school and road improvements added in, it is fair to project future budgets as much as 20% above the current costs.

If the Town is to avoid substantial increases in its tax rate, it will need to continue the revenue trends described above. This will require further expansion of the use of fees and charges, as well as continued growth in the non-residential sectors of the Grand List. The Taft Corners Target Plan, described in the Land Use section, has an estimated commercial

Grand List value of $71.6 million, representing a 30% increase in the current Grand List. Depending on its rate of build-out, Taft Corners can help the Town meet its growing cost of government. Considerable additional development has been approved for the Industrial zones outside of Taft Corners, which will also contribute. These areas may also be designated as special assessment districts when improvements, such as a road or new fire station, are required to serve their particular needs.

The Town's relatively favorable tax situation reflects the comparatively high incomes of its residents, a strong commercial and industrial component in its Grand List, and the effective use of charges for services as a source of revenue. However, the growing cost of government, including education, threaten to alter this situation. The Town will need to balance Grand List growth and expanded use of fees with its enhancements to government facilities and services.

XI. IMPLEMENTATION

XI. IMPLEMENTATION

The Town will work to achieve the objectives and policies described in this Comprehensive Plan by coordinating its programs on a number of fronts. These programs include its land use regulations - zoning, subdivision regulations, official map; its sewer capacity allocation policy; its tax policy; its capital expenditures on roads, schools, open land and recreation facilities; its involvement in regional issues, including regional planning, solid waste handling, parks, transportation and economic development; and its participation in the Act 250 and other State and Federal development review processes. In each case, the Town will be guided by this Comprehensive Plan.

A. Conservation Incentives

Effective implementation of the Open Space Plan must take into account the fair market value of privately held land. No strategy is acceptable, or proposed, which puts an unfair burden on a private landowner.

✢ Open Space/Parkland Set-aside: Acquired as part of site plan and subdivision approval. This is best suited to open space types involving relatively small acreage per parcel, including Greenways, Community Parks, Neighborhood Parks and Buffer Corridors.

✢ Conservation Easements: Used most effectively on lands with limited development potential. Possible assistance from the Winooski Valley Park District, Nature Conservancy, Vermont Land Trust. Best suited to Conservation Lands, Slopes/Woodlands and possibly some Prime Open Lands. Some Williston landowners have already protected their land by Conservation Easements.

✢ Purchase or Transfer of Development Rights: Best suited to lands that have high development value but are prime candidates for conservation, especially Prime Open Lands. Purchasing and/or transfer to other areas of the development rights on land allows the owner to realize economic value while preserving traditional land use opportunities.

✢ Outright Acquisition by Purchase or Gift: This is the only likely option for conserving large tracts of parkland intended for widespread public use and enjoyment. This would include both Country Parks and Community Parks. These lands are often prime development areas. Possible sources of acquisition include municipal bonds, Vermont Housing and Conservation Fund, Federal Land and Water Conservation Fund, private gifts and appropriated acquisition funds.

✢ Establish Priority: In light of the high cost of land and the limited availability of funding, the Town will need to be selective and creative in its acquisition of property. Toward this end, the Williston Conservation Commission will develop and maintain a priority rating for the Open Space lands. The Commission will consider need and the "pressure" on land, or the possibility of its conversion to a use not in keeping

A. Conservation Incentives *(cont.)*

with the Open Space Plan. They will work with and make recommendations to the Planning Commission when lands effected by the Open Space Plan are proposed for development.

+ Management of Lands: For open areas and forested areas, which are to be retained by the homeowner's association of a development, a maintenance plan should be put in place to insure that the land will stay open and available for agricultural use, or a forestry plan adopted to insure that sound forestry practices are applied to the land. In its review of subdivisions, the Planning Commission should require land management plans. The Town will need to provide staff and equipment to maintain the public lands of the Open Space Plan. Cooperation with other parties, such as with farmers and other landowners, the Winooski Valley Park District, the Nature Conservancy, the Vermont Land Trust and the Vermont Heritage Program should be encouraged.

B. Land Use Regulations

The zoning ordinance should be amended in the following areas:

+ At Taft Corners, the Light Industrial/Commercial zone should be eliminated. All areas east of Route 2A now in the Light Industrial/ Commercial District and outside of the proposed ring road should be placed in a new Mixed Use District. The purpose of the District should be to accomplish a transition from the commercial activity center at Taft Corners to the medium to low density residential activity envisioned to the east of the District. To achieve this purpose, commercial development in the District should be sited and accessed in a way that complements the Taft Corners Target Area, reinforcing the ring road concept and encouraging interaction between workers in the District and the commercial and service business in the Target Area. The types of commercial uses permitted in this new District should be limited to certain office or warehouse uses to avoid a dispersal of activity from the Target Area. Residential development at a relatively high density should also be allowed and encouraged. To achieve the careful balance and siting necessary, all development in the District should be designed through a Planned Unit Development process. Lands in the southwest quadrant, west of Harvest Lane or south of Marshall Avenue, should remain Commercial, but the uses allowed should be modified to include more truck- or transport-intensive uses while encouraging pedestrian scale and mutually supportive uses within the Ring Road. The density of development for this area should be set at the density currently approved for the platted subdivision for the property. Due to existing patterns and difficult access, lands in the Northwest and Northeast quadrants outside of the proposed Ring Road location should retain their current designation. Within the ring road, the zones described in the Taft Corners Target Plan should be created, with density, siting and parking standards adequate to support the character of development described in that

B. Land Use Regulations *(cont.)*

Target Plan. Design standards should also be created to insure high quality and harmony among new buildings in Taft Corners.

✢ At the Village, the bounds of the Village District should be revised to correspond to those shown on Map 4, Village Concept Pattern, eliminating the eastern most portion of the current Village zone along Route 2, and placing that land in the Agricultural/Rural Residential District. The areas to be protected and reinforced as civic, historic or open space in character, as described in the Target Plan, should be referred to in the Zoning, and should be considered in siting and conditional use decisions. Development rights should be permitted to be transferred from Prime Open Lands, as identified in the Land Use section of this plan, to other parcels throughout the town. For every 1/2 acre of Prime Open Land protected in the Village, an additional unit of density could be placed on a "non-Prime" parcel elsewhere in the Town. The distinction should be made in the zoning between the areas appropriate for new development and the areas to be protected and reinforced as civic, historic or open space in character, as described in the Target Plan. Densities and siting standards should be revised as necessary to support the pattern of compact neighborhoods. Permitted uses should also be reviewed to ensure that the character of the Village is consistent with this plan.

✢ In the Medium Density Residential Zone, development rights should be permitted to be transferred from Prime Open Land, as identified in the Land Use section of this plan, to other parcels in the zone. For every acre of Prime Open Land protected through dedication of a conservation easement, an additional unit of density could be placed on a "non-Prime" parcel. In all cases, clustering of units on smaller lots (1/4-1/2 acre) should be encouraged, with buildings and other improvements sited to maintain open space, protect scenic values and create a logical integration of developments.

✢ In the Rural Residential zone, development rights should be permitted to be transferred from Prime Open Land, as identified in the Land Use section of this plan, to a Hamlet, as identified on Map 7. For every 5 acres of Prime Open Land protected through dedication of a conservation easement, an additional unit of density could be placed on a Hamlet parcel. In all cases, clustering of units on smaller lots (1/2 - 1 acre, depending on soil capability for sewage disposal) should be encouraged, with buildings and other improvements sited to maintain open space, protect scenic values and create a logical integration of developments.

✢ Prime Open Land in the flood plain would not be eligible for a transfer of development rights.

B. Land Use Regulations *(cont.)*

The subdivision regulations should be amended as follows:

✢ The pattern of future development should be compatible with and sensitive to the scenic beauty of the Town. To accomplish this, flexibility in development standards should be encouraged through such means as clustering and other innovative layouts, setbacks, road widths and turn-arounds should be considered.

✢ The location of future roadways in Taft Corners and the Village, and the location of greenways and buffers throughout the Town should be protected and/or acquired at the time of subdivision. Consistent with current Town policy, improvements should be required as a condition of approvals.

✢ The timing of future development should be consistent with the Town's Capital Improvement Program. All subdivision approvals should include a phasing schedule. For residential subdivisions, the phasing should be based on the mid-range growth rate, as modified to accommodate developments already approved by the Town. To accomplish this, the Town must maintain up-to-date records of approved projects, and must set and enforce time requirements for completion on developments in conformance with the phasing schedules. The residential phasing should be sensitive to individual land owner needs, should recognize the varying impacts of different housing types through a weighting system, and should give preference to desired housing types, including housing for the elderly, affordable housing, housing in the Village or Taft Corners. Commercial and industrial developments should be phased on the basis of demand for services, employment and Grand List growth. In establishing any project's phasing schedule, consideration should be given to the adequacy and distribution of sewer capacity, as set forth in the Town's Sewer Allocation Ordinance. Finally, distribution of development is also important. This plan calls for the creation of compact settlements at Taft Corners and the Village. The residential projects already approved are located primarily in the Medium Density Residential zone.

C. Official Map

The Town should consider the adoption of an Official Map identifying the proposed location of future roads, parks, trails or other public facilities, consistent with this plan. This will afford the Town the opportunity to acquire the property necessary for such public facilities, at fair and full market value, prior to any development on the property. Further, the availability of an Official Map will assist property owners, developers and the Town in the design and review of proposed subdivisions and developments.

D. Sewer Allocation Policy

The Sewer Allocation Policy should be amended as follows:

+ Allocate capacity based upon actual use experience rather than on the state's design figures. Recalculate allocations made since 1985 to reflect the capacity required for each project based upon actual use figures.

+ Work with the other member towns to insure that full advantage is being taken of the Essex Sewage Treatment Plant's full capacity, and that Williston is maintaining its full share of that capacity.

+ Revise the distribution of capacity to support the town's land use and housing objectives as described in this plan. This will require an increase in allocation to the Village. Adequate allocation should be reserved for commercial and industrial development, to insure support for the Town's Grand List.

+ Monitor demand and capacity closely through the 20 year planning period to seek a balance. Pursue the "no-cost" capacity enlargement options outlined in Section VII. Should the potential for excess demand appear, consider growth restraints or additional development in the unsewered parts of Town.

+ Earmark 20% of the residential allocation for affordable housing. A mixture of rental and owner occupied housing should be sought, with provisions to insure that such housing remains affordable.

+ Continue the policy of charging for sewer capacity allocation, based upon tie in costs and capacity replacement.

+ Where sewer service is available, new developments should be required to connect to the system.

E. Tax Policy

The Town should recognize the effect of its land use policies on the development potential of various properties, and apply its property tax accordingly. Specifically, designated open space and recreation land should be enrolled in the State Use Tax Program wherever possible. The remaining tax burden for properties so enrolled should be further reduced by the Town. For properties not enrolled or ineligible, the Town should provide a reduction to allow and encourage their continuation as open land.

F. Capital Expenditures

The Town should approach capital expenditures in a strategic way:

+ The Town should adopt a Capital Budget and Program.

+ Priority should be given to education, public safety, roadway and open space protection needs. The Town should evaluate further the costs and benefits of additional sewage capacity before committing any funds toward such capacity.

+ The Town should make full use of impact fees and special assessment district authorities under Vermont law. The Town should also use its bonding capacity to fund necessary improvements, and retire such bonds through a combination of user fees, impact fees, special assessments and general taxation. Where need is created by the demands of new growth, new growth should bare the cost. Where needs result in whole or part from community-wide demand, then the cost should be shared.

G. Regional Cooperation

The Town will support its share of the region's demand for housing and services. It will work with neighboring communities to structure a Regional Plan that is in its interests and the best interest of the area. It will also participate in a variety of functional programs on a regional basis, including the Transit District, the Solid Waste District, the Park District and the School District.

H. State and Federal Forums

This Comprehensive Plan will represent the Town's policy base for its participation in State and Federal review processes. These include the Act 250 process, Vermont's Land Use and Development Law, Section 248, for public utility, and the National Environmental Policy Act, the Federal environmental impact review process.

I. Additional Studies and Planning Efforts

The Town should conduct a study in order to map and evaluate its groundwater resources. In the study, aquifer protection areas should be identified and recommendations made as to what land uses are compatible with those areas. Standards for development should be outlined. Soil characteristics and well log data should be considered to gain a level of specificity for accurate mapping. The State of Vermont, Agency of Natural Resources and the regional planning commission should be consulted to assist the Town.

In conjunction with the Taft Corners plan, standards are necessary to ensure compatibility of building design, to enhance the setting and to further the overall pattern as described in the Land Use section of the

I. Additional Studies and Planning Efforts *(cont.)*

plan. The standards should address building height and scale, architectural elements, requirements for pocket parks and open space, pedestrian walkways and spaces.

The town should also develop a plan for future sidewalk and minor road locations. As compact settlements evolve at the Village and Taft Corners, they should be made pedestrian accessible. As residential neighborhoods develop further in the Medium Density Residential area, they should be integrated through a road network.

Finally, the Town should appoint an Energy Committee and a Town Energy Coordinator. They should develop an inventory of information on energy resources, needs, scarcities, costs, and problems within Willliston. Based on their findings and analysis, they should prepare and present to the Selectmen a proposed supplement to this Comprehensive Plan on the subject of energy.

APPENDIX 1

NEW LAW Effective July 1, 1989 (Sec. 7)

§ 4302. PURPOSE; GOALS

(a) **General purposes.**

It is the intent and purpose of this chapter to encourage the appropriate development of all lands in this state by the action of its constituent municipalities and regions, with the aid and assistance of the state, in a manner which will promote the public health, safety against fire, floods, explosions and other dangers; to promote prosperity, comfort, access to adequate light and air, convenience, efficiency, economy and general welfare; to enable the mitigation of the burden of property taxes on agricultural, forest and other open lands; to encourage appropriate architectural design; to encourage the development of renewable resources; to protect residential, agricultural and other areas from undue concentrations of population and overcrowding of land and buildings, from traffic congestion, from inadequate parking and the invasion of through traffic, and from the loss of peace, quiet and privacy; to facilitate the growth of villages, towns and cities and of their communities and neighborhoods so as to create an optimum environment, with good civic design; to encourage development of a rich cultural environment and to foster the arts; and to provide means and methods for the municipalities and regions of this state to plan for the prevention, minimization and future elimination of such land development problems as may presently exist or which may be foreseen and to implement those plans when and where appropriate. In addition, this chapter shall be used to further the following specific goals, as guided by the policy statements:

(1) **Continuing planning process.**

Goal 1. A coordinated, comprehensive planning process and policy framework shall guide decisions by municipalities, regional planning commissions, and state agencies.

Goal 2. Citizen participation shall be encouraged at all levels of the planning process, and decisions shall be made at the most local level possible commensurate with their impact.

Goal 3. Consideration must be given to the use of resources and the consequences of growth and development for the region and the state, as well as the community in which it takes place.

Goal 4. Whenever appropriate, municipalities shall be encouraged and helped to work creatively together to develop and implement plans.

(2) **Resources.**

(A) **Resource quality.**

Policy. Preservation of the agricultural and forest productivity of the land, and the economic viability of agricultural units, conservation of the recreational opportunity afforded by the state's hills, forests, streams and lakes, wise use of the state's nonrenewable earth and mineral reserves, and protection of the beauty of the landscape are matters of public good.

Goal 1. Important and economically viable agricultural and forest lands shall be protected by limiting alternate uses on those lands to low density uses designed to preserve the long term viability of farm or forest use.

Goal 2. Fragmentation of lands identified as important for agriculture and forestry shall be discouraged.

Goal 3. The quality of air, water, wildlife and land resources shall be maintained or improved.

Goal 4. Special areas shall be identified, development shall be planned so as to protect and preserve them and, when necessary, they should be placed in whatever form of public or private ownership that would best maintain and utilize their value to the public. Special areas include the following:

(aa) significant natural and fragile areas;

(bb) important features of the Vermont landscape;

(cc) significant scenic roads, waterways, and views, particularly along the interstate network and other scenic corridors;

(dd) lands that include or are adjacent to greenways or to sites or areas of historical, educational, cultural, scientific, architectural or archeological value.

(B) **Use of resources.**

Policy. The capability of land to support development or subdivision shall provide a foundation for judgements under this chapter. Uses which threaten or significantly inhibit important resources,

NEW LAW Effective July 1, 1989 (Sec. 7)

as identified in the policy statement in subdivision (2)(A) of this subsection, relating to resource quality, should be permitted only when the public interest is clearly benefited thereby. Consistent with this act and any other state or local law or regulation affecting current or prospective use of land, land should be appraised and assessed for tax purposes according to its use. Energy conversion and utilization may deplete a limited resource, and may produce wastes harmful to the environment while facilitating our economy and satisfying human needs essential to life.

Goal 1. Strategies to facilitate the appropriate extraction of earth resources, and the proper restoration and preservation of the aesthetic qualities of the area shall be addressed.

Goal 2. Energy conservation should be actively encouraged and wasteful practices discouraged.

Goal 3. Public access to noncommercial outdoor recreational opportunities, such as lakes and hiking trails, shall be identified, provided where feasible, and protected.

Goal 4. Growth shall be planned to maintain and enhance recreational opportunities for Vermont residents and visitors.

Goal 5. Those natural resources referred to in 10 V.S.A. §6086(a)(1)(A) "Headwaters", (B) "Waste disposal", (C) "Water conservation", (D) "Floodways", (E) "Streams", (F) "Shorelines", and (G) "Wetlands", and section 6086(a)(8)(A) "Wildlife habitat and endangered species", and section 6086(a)(9)(B) "Primary agricultural soils", (C) "Forests and secondary agricultural soils", (D) "Earth resources", (E) "Extraction of earth resources", and (K) "Development affecting public investments" should be planned for development and use under the principles of environmental conservation set forth in those sections.

(3) **Public and private investment.**

(A) **Capital investment.**

Policy. A balance of public and private capital investment determines the economic well-being of a town or region. An area of growth creates increased demands for public services, the costs of which must be considered in relation to available tax revenues and reasonable public and private capital investment. Therefore, conditions may be imposed upon the rate and location of development in order to control its impact upon the community and so that the revenue and capital resources of the town, region or state may be directed to necessary and reasonably anticipated increased governmental services.

Goal 1. Public investments, including the construction or expansion of infrastructure, shall be made so as to support development in locally designated growth areas and shall not be made so as to lead to development in important and economically viable agricultural or conservation areas.

Goal 2. The rate of growth should not exceed the ability of the town and the area to provide facilities and services.

Goal 3. The development and provision of governmental and public utility facilities and services should be based upon a projection of reasonably expected population increase and economic growth, and should recognize the limits of the state's human, financial, and natural resources.

(B) **Planning for growth.**

Policy. Scattered residential development not related to community centers, and strip development along highways cause increased cost of government, congestion of highways, the loss of prime agricultural lands, overtaxing of town roads and services and economic or social decline in the traditional community center. Planning at all levels should provide for the development and allocation of lands and resources of existing cities, towns, and villages according to long-term historical rates of growth, unless a community, through duly adopted plans, makes the determination that it desires and has the ability to accommodate more rapid growth. Since seasonal homes may be converted to permanent homes that require increased services, consideration should be given to the potential for conversion to permanent residential purposes.

Goal 1. Development shall be planned so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside.

Goal 2. Economic growth shall be encouraged in locally designated growth areas, or employed to revitalize existing village and urban centers, or both.

Goal 3. Intensive residential development shall be encouraged primarily in areas that are identified as village or urban centers and strip development along highways shall be discouraged.

Goal 4. Consistent with all other goals established in this section, development in areas which are not special areas as specified in subdivision (a)(2)(A), Goal 4, of this section, relating to resource quality, should be permitted at reasonable population densities and reasonable rates of growth.

(C) **Economic development.**

Policy. Income from goods manufactured in the state, grown in the state, or mined and quarried in the state, and from services offered to non-residents is of primary importance to the state's

NEW LAW Effective July 1, 1989 (Sec. 7)

economy. Therefore, enterprises adding value by conversion of native raw materials or the products of the land are particularly beneficial to the public interest. One of the long-range benefits to the community of commercial and industrial development should be to provide stable employment opportunities at all economic levels, particularly for Vermont's unemployed and underemployed. Any effort which directly or indirectly accelerates economic growth should be consistent with local and regional plans.

Goal 1. In order to achieve a strong economy that provides satisfying and rewarding job and investment opportunities and sufficient income to meet the needs and aspirations of the citizens of Vermont, economic development should be pursued so as to provide maximum economic benefit with minimal environmental impact.

Goal 2. Expansion of economic opportunities shall be addressed in areas with high unemployment or low per capita incomes.

Goal 3. Access to educational and vocational training opportunities sufficient to ensure the full realization of the abilities of all Vermonters shall be addressed.

(D) **Agriculture and forestry.**

Policy. It is in the public interest to identify areas that have the potential to sustain agriculture and forestry and to develop ways for maintaining an active agricultural and forestry industry, including the transfer of development rights, acquisition of development rights, and farmer assistance programs.

Goal 1. Strategies to help the agricultural and forest industries remain viable shall be developed.

Goal 2. The manufacture and marketing of value-added agricultural and forest products shall be addressed.

Goal 3. The construction, expansion or provision of public facilities and services should be planned so as to not significantly reduce the resource value of important and economically viable adjoining agricultural or forestry lands.

(E) **Planning for housing.**

Policy.. A decent home in a suitable living environment is a basic need of all Vermont citizens. It is in the public interest that new or rehabilitated housing should be: safe and sanitary; available in adequate supply to meet the requirements of all Vermont's residents; located conveniently to employment and commercial centers; and, coordinated with the provision of necessary public facilities and utilities and in accordance with municipal and regional plans.

Goal 1. The housing requirement for Vermont's expanding resident population, particularly for those citizens of low or moderate income, must be met by the construction of new housing units and the rehabilitation of existing structures.

Goal 2. Sites for multi-family and manufactured housing should be readily available in locations similar to those generally used for single-family conventional dwellings.

Goal 3. There should be a reasonable diversity of housing types and choice between rental and ownership for all citizens in a variety of locations suitable for residential development and convenient to employment and commercial centers.

(F) **Transportation systems and public utilities.**

Policy. Safe, convenient and economical transportation is essential to the people and economy of Vermont and should be planned so as to conform to plans adopted under this chapter and to further the purposes of this act. Highway, air, rail and other means of transportation should be mutually supportive, balanced and integrated.

Goal 1. The transportation system should provide convenience and service which are commensurate with need, should respect the integrity of the natural environment, and should be energy efficient. The need for public transit shall be addressed.

Goal 2. New construction or major reconstruction of roads and highways should provide paths, tracks or areas solely for use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.

Goal 3. The development and expansion of governmental and public utility facilities and services should occur, where appropriate, within highway or public utility right-of-way corridors in order to reduce adverse physical and visual impact on the landscape and achieve greater efficiency in the expenditure of public funds.

(b) All plans and regulations prepared under the authority of this chapter shall be based upon surveys of existing conditions and probable future trends, and shall be made in the light of present and future growth and requirements, and with reasonable consideration, for the landowner, to topography, to needs and trends of the municipality, the region and the state, to the character of each

NEW LAW Effective July 1, 1989 (Sec. 7)

area and to its peculiar suitability for particular uses in relationship to surrounding areas, and with a view to conserving the value of buildings.

(c) **Use of goals.**

(1) The goals established in this section shall be employed, as provided under this chapter, to carry out the general purposes established in this section.

(2) After July 1, 1989, none of the following shall be prepared or adopted, unless consistent with the goals established in this section:

(A) all plans prepared by regional planning commissions, and all plans required of state agencies under 3 V.S.A. § 4020;

(B) state implementation measures;

(C) state agency programs of financial assistance affecting land use and development.

(3) After July 1, 1989, municipal plans shall not be approved unless consistent with the goals established in this section.

(d) **Standard of review.**

(1) As used in this chapter, "consistent with the goals" requires substantial progress toward attainment of the goals established in this section. If a planning body determines that a particular goal is not relevant or attainable the plan shall identify the goal and describe the situation, explain why the goal is not relevant or attainable, and indicate what measures should be taken to mitigate any adverse effects of not making substantial progress toward that goal.

(2) As used in this chapter, for one plan to be "compatible with" another, the plan in question, as implemented, will not significantly reduce the desired effect of the implementation of the other plan. If a plan, as implemented, will significantly reduce the desired effect of the other plan, the plan may be considered compatible if it includes the following:

(A) a statement that identifies the ways that it will significantly reduce the desired effect of the other plan,

(B) an explanation of why any incompatible portion of the plan in question is essential to the desired effect of the plan as a whole,

(C) an explanation of why, with respect to any incompatible portion of the plan in question, there is no reasonable alternative way to achieve the desired effect of the plan, and

(D) an explanation of how any incompatible portion of the plan in question has been structured to mitigate its detrimental effects on the implementation of the other plan.

APPENDIX 2

REPORT ON WILLISTON COMPREHENSIVE PLAN SURVEY
Conducted Sept-Oct 1988

Purpose

Faced with the task of rewriting the Comprehensive Town Plan for Williston, the Planning Commission asked towns people for their opinions on a variety of issues. Public forums were held which covered the following topics:

Winooski

- A Sense of Place: The Community
- Land Use, Growth, and the Environment
- Housing and Economic Development
- Municipal Services and Role

The forums allowed citizens to come together to express their views concerning the impact of growth on their community, and the direction that growth should take. As a result of these meetings, goal statements were developed for each topic covered. These statements outlined the concerns of the citizens of Williston, as represented by those members of the community who attended the forums.

The planning commission wished to verify the results of the public forums, and to get more people involved with the planning process. A decision was made that a survey would be the best tool for accomplishing both of these objectives. The questions could be formulated in such a way as to test the results of the forum by presenting similar issues to a larger number of people. The results could then be tabulated, important attitudes identified, and these could then be compared to attitudes already expressed in the forums. It would also allow the planning commission to get feedback from members of the community who were unable or unwilling to come to the pubic forums to express their views.

Survey to verify forum results

Methodology

Once the decision was made to use a survey, it was necessary to choose the mechanism for conducting the survey. A telephone survey was selected because it was felt that it would be the cheapest and least time consuming of the alternatives available (door-to-door or mailed survey). It also would allow for a true random sampling of town residents, which was important to the Planning Commission as they tried to a picture of what the community wanted as a whole.

formulate

The next step was to formulate the questions that would be asked. The Planning staff, with the help of a private planning consulting firm (Humstone Squires), reviewed the issues that arose in the forums and came up with a series of questions which pertained to these issues. These were then reviewed by the Town Plan Committee, which was composed of Selectmen, Planners, and members of the Conservation Commission. The questions were refined (through a series of revisions, additions and deletions) until a final set of 35 questions was obtained. A survey form was developed, which included the questions and possible responses, as well as an introduction which the surveyors could use when explaining the purpose of the survey to a person being polled.

In order to get a representative sample of the community, it was determined that the sample size would have to be 200 completed surveys. This would be the sample size needed to produce sampling estimates yield a 95% level of confidence with a limits of tolerance error of 7%.[1] The sample was obtained by using a number (X) obtained from a random numbers table and applying this to the names, in a linear fashion, on the Williston voter checklist. (For example, a sample name would be X number of lines away from the last sample name and so on.) The voter checklist was chosen as the source for the representative sample because it would include residents of the town, property owners and renters.

The survey was conducted over a period of 3 weeks. The survey calls were made in the evenings by local graduate students, planning staff members, and others. Follow up calls were made during the day when appropriate. To insure a certain degree of continuity in the way the survey responses were collected, all callers were given

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[1]Source: Charles H. Backstrom and Gerald D. Hurch, Survey Research, Northwestern University Press, 1963.

instruction about how to conduct the survey. This included how to introduce the survey, how to ask the questions, and how/when to respond to questions about the survey question.

Results

A total of 200 surveys were completed, and the results were tabulated on a computer. The data were then looked at to determine percent of total responses for each question. Certain key questions were cross-tabulated to answer specific questions which included 2 or more of the survey questions.

The results did reinforce the sentiments which resulted from the forums. For example, it was apparent from the survey results that the majority of the people wanted Taft Corners to become the commercial center of Williston, but that development around Taft corners should be localized (rather than running between the village and Taft Corners), it should contain a mixture of uses, and should be pedestrian orientated.

There was also an expressed interest in bus service for Williston, with 78% of those surveyed agreeing that "the town should join the Chittenden County Transportation Authority so that bus service would be extended to Williston."

The results of the survey are attached. The actual survey form was used to show the responses (in percentages) based on the 200 surveys conducted. Additional information on the survey helps to outline the possible responses, and to evaluate questions with responses that were not in the standard form (the standard form being responses of "strongly agree", "agree", etc).

DATE: _____ SURVEY NUMBER: 103

TIME: _____

- TOTAL COUNT: 200
- RESULTS IN %.
- RESPONSE (N) - CAN MEAN NOT ANSWERED, OR ANSWERED INCORRECTLY

WILLISTON COMPREHENSIVE PLAN
PHONE SURVEY

Hello, my name is_____and I'm calling for the Town of Williston. The Williston Planning and Zoning Office wants to obtain the public's opinion on a range of subjects. Therefore, approximately 200 Williston residents will be contacted to find out how they feel about certain planning issues. This information will assist the Town in preparing a new Town Plan.

The survey should take about 10 minutes, and all responses will be kept confidential. Are you willing to assist us by answering a few questions?

YES - Great NO - Can I call back at a more convenient time?
Time/Day or Thank you anyway.

1. How long have you lived in Williston:
   2% A < 1 YEAR
   31% B 1-5 YEARS
   25% C 6-15 "
   44% D >15 "

   _____years _____months

2. In what town do you work
   26 A = WILLISTON
   20 B = BURLINGTON
   8 C = S. BURL
   2 D = WINOOSKI
   8 E = ESSEX JCT
   6 F = ESSEX TOWN
   13 G = ALL OTHERS + MULTIPLES
   18 H = RETIRED, NOT EMPLOYED, ETC.

3. a. Do you own property in Williston:
   87 (A) yes 12 (B) no 1 (N) LEFT BLANK

   b. If so, how large is your property:
   (A) 45 1 acre or less (B) 32 10 acres or less
   (C) 10 more than 10 acres (D) 13 NOT APPLICABLE (N) 1 BLANK (NO ANSWER)

Now I am going to read a series of statements. Please indicate whether you Strongly Agree, Agree, Disagree or Strongly Disagree with each statement. You may also indicate if you have no opinion.

QUESTION	RESPONSE					
	SA (A)	A (B)	D (C)	SD (D)	NO (G)	(N) - INCORRECT - LEFT BLANK (NO ANSWER)
1. In general, the location of recent development in Williston has been appropriate.	1 7	67	20	3	4	0

SA: Strongly Agree A: Agree D: Disagree SD: Strongly Disagree
NO: No Opinion

	QUESTION		RESPONSE SA	A	D	SD	NO	(N)
2.	In general, the character of recent development in Williston has been appropriate.	2	3	59	29	7	3	0
3.	There are areas in Town where development should be discouraged.	3	35	48	12	2	4	0
4.	The Town should take steps to protect farm land.	4	29	51	14	1	6	1
5.	The Town should take steps to protect other open land.	5	26	51	18	0	6	0
6.	The Town should take steps to protect natural areas, such as wetlands, hilltops and forests.	6	43	51	5	0	2	0
7.	The Town should take steps to protect scenic views.	7	30	54	12	1	4	0
8.	I would support the protection of open land resources even if it meant an increase in my tax bill of $10.00.	8	22	53	19	1	5	1
9.	I would support the protection of open land resources even if it meant an increase in my tax bill of $50.00.	9	19	38	29	5	8	2
10.	I would support the protection of open land resources even if it meant an increase on my tax bill of $100.00.	10	14	31	38	8	9	2
11.	Development should not be spread out, but rather should be directed toward clusters or centers.	11	16	56	17	1	10	1
12.	The Village should be maintained as the civic center of the Town.	12	22	64	9	0	5	1
13.	The historic character of the Village should be protected.	13	37	56	6	1	2	0

Does Village maintain its center of Town?

SA: Strongly Agree A: Agree D: Disagree SD: Strongly Disagree
NO: No Opinion

QUESTION		RESPONSE SA	A	D	SD	NO	(N)
14. The Village should contain more commercial uses.	14	3	27	56	7	8	1
15. Commercial uses in the Village should be small and should serve the needs of Village and other Williston residents.	15	15	70	11	1	4	0
16. Compact residential neighborhoods should be encouraged near the Village.	16	3	52	28	3	15	1
17. I am satisfied with the present pattern of development at Taft Corners.	17	6	47	33	12	3	0

As Taft Corners develops, it should have the following characteristics:

18. A mixture of uses such as residential, office and and retail.	18	5	58	29	2	7	1
19. An emphasis on pedestrian circulation.	19	19	62	11	1	8	1
20. A pattern of buildings fronting on streets and public spaces, rather than isolated buildings and parking lots.	20	9	53	27	1	11	1
21. The Town should permit development to extend from Taft Corners to the Village.	21	2	32	40	16	11	1
22. The Town should support its fair share of the county's affordable housing.	22	9	69	12	0	10	0
23. The Town should play an active role in the development of public recreation opportunities.	23	27	63	7	0	3	0

SA: Strongly Agree A: Agree D: Disagree SD: Strongly Disagree
NO: No Opinion

QUESTION		RESPONSE SA	A	D	SD	NO	(N)
24. Williston will need a system of trails for cross-country skiing, snowmobiling, biking and pedestrian use.	24	20	55	14	2	10	1
25. I would be inclined to permit a path or trail across my property.	25	4	43	35	6	12	2
26. I would support the protection of recreation land even if it means an increase in my tax bill.	26	9	65	18	2	6	1
27. Taft Corners should become the commercial center for the Town.	27	11	69	11	4	6	1

28. Commercial uses in Taft Corners should serve

(A) 13 Williston residents
(B) 28 people in adjoining towns as well as Williston residents
(C) 16 people in Chittenden County
(D) 23 as wide a market area as possible
(E) 1 NO OPINION 20 (N) BLANK- NO ANSWER

29. The rate of growth in Williston has been:

3 (A) too slow 34 (B) just about right 50 (C) too fast 12 (D) no opinion 1 (N) BLANK

30. The Town should enforce an annual growth rate limit.	30	16	49	20	4	11	1

31. My property taxes in Williston have increased:

(A) 13 less than expected (B) 60 about as I expected (C) 8 too much
(D) 20 no opinion (N) 1 BLANK - NO ANSWER

32. The Town should join the Chittenden County Transportation Authority so that bus service would be extended to Williston.	32	22	56	13	2	8

33. Which of the following would be the most important factor for you in deciding whether or not you would take the bus (please check only one):

65 a. distance from home to the bus stop
23 b. length of time of bus trip
6 c. cost to ride the bus
17 d. time of day
50 e. frequency of pickups
38 f. other (please specify) INC. NO OPINION, WOULDN'T USE
1 N. NO ANSWER-BLANK

34. For what purpose and to where would you take the bus <u>most frequently</u> (please check only one and write the location):

61 a. work _____
55 b. shopping _____
14 c. doctor/dentist _____
1 d. social services _____
9 e. recreation _____
4 f. visiting friends _____
3 g. college _____
50 h. other (please specify) INC. NO OPINION, WOULDN'T USE
3 N. NO ANSWER-BLANK

35. Is there any specific input you'd like to give the Planning Commission as they rewrite the Comprehensive Plan:

_____

_____

_____

_____

9/19/88

APPENDIX 3

WILLISTON - TAFT CORNERS
TRANSPORTATION STUDY

OCTOBER 1987

Final Draft
9/28/87

/WATS.RPT

PRELIMINARY

TABLE 6.A

WILLISTON OFF-SITE IMPROVEMENTS

With any construction staging program, overlap or duplication of construction is a concern. Three options are possible. First, interim improvements can be delayed until the ultimate improvement is needed. This results in congestion and delay in the interim. Second, the ultimate improvement can be made immediately, resulting in excess capacity, over design, and poor use of resources. Third, interim improvements can be made which, in some cases, may have to be removed at a later date. This may make sense if it would produce substantial benefit over a two to five year period. The program recommended in this report attempts to minimize overlap. However, design is often a compromise between needs and resources, and the recommended program attempts to strike a reasonable balance between design needs and financing.

It is clear, however, that the anticipated timing of development is such that phasing of improvements at the same location is necessary. This occurs at two locations only: the US 2/VT 2A intersection and Interchange #12. The widening of northbound and southbound VT 2A to three lanes should be done immediately. A second phase, widening eastbound and westbound US 2 should be done in 1990-1992. Overlap, however, should be minimal, since work will be on different approaches in different years. These improvements, moreover, will be adequate till at least 1997, with signal timing adjustments. For Interchange #12, the first set of improvements deal mainly with the off ramps. The second set of improvements should not result in reconstructing the previous ramp work.

The recommended first stage improvements are shown below:

<u>1987-1990</u>

On VT 2A, widen northbound and southbound approaches to three lanes: exclusive left turn lane, through lane, exclusive right turn lane. Exclusive right turn lanes should be reconstructed to allow for continuous movements.

Consolidate driveways at Howard Bank and access via Taft Corners Associates VT 2A driveway.

Widen eastbound US 2 and westbound Industrial Avenue to two lane approaches.

At Industrial Avenue/ Mountain View Road/VT 2A construct eastbound left turn lane, improve sight distance.

Upgrade South Brownell Road, from US 2 south to Shunpike Road extension.

The recommended second stage improvements are presented below:

1990-1992

Widen VT 2A, from I-89 to US 2. A four lane divided road is the recommended design, with turn lanes at driveways. The design should be consistent with previous improvements made at the US 2/ VT 2A intersection, and at the Taft Corners Associates VT 2A access.

US 2 from Muddy Brook to Industrial Avenue should be widened to four lanes, with consolidation of driveways on the south side of US 2.

The I-89 off ramps (A and C) at Interchange #12 should be widened to two lanes. A southbound right turn lane should be constructed at the southbound VT 2A approach to Ramp D (on ramp to - Burlington).

Brownell Road, from the Shunpike Road extension to I-89 should be upgraded to 12 foot lanes and stone stabilized or paved shoulders.

Widen to two lanes the eastbound and westbound approaches of US 2 at VT 2A. This will create exclusive left turn lanes on each approach.

Recommended third stage improvements are:

1992-1997

Widen VT 2A from US 2 to the Industrial Avenue/Mountain View Road intersection. A four lane divided design with channelization at major driveways in recommended.

Reconstruct VT 2A from I-89 to Walker Hill Road to improve sight distance and provide paved shoulders.

Widen VT 2A at Interchange 12 to provide exclusive left turn lanes and two through lanes, northbound and southbound.

Widen US 2 from Industrial Avenue to Commerce Street to a four or five lane section.

Recommended improvements for the fourth stage are:

1997-2007

Widen VT 2A from the Industrial Avenue/Mountain View Road intersection to River Cove Road to a four lane divided or five lane road.

Widen or upgrade US 2 from 2A to the Circumferential Highway intersection. Improvement should include the eastern approaches of the US 2/Circumferential Highway intersection.

Table 12-4. Land Use Compatibility with Yearly Day-Night Sound Levels

Land Use	Yearly Day-Night Average Sound Level (Ldn) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreation						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

(Numbers in parentheses refer to notes.)

Table 12-4. Land Use Compatibility with Yearly Day-Night Average Sound Levels (Continued, Page 2 of 3)

KEY TO TABLE 12-4

Y-(Yes)--Land Use and related structures compatible without restrictions.

N (No)--Land Use and related structures are not compatible and should be prohibited.

NLR--Noise Level Reduction (outdoor or indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35--Land use and related structures generally compatible; measures to achieve NLR, or 25, 30, or 35 must be incorporated into design and construction of structure.

NOTES FOR TABLE 10-6

1. Where the community determines that residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

2. Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

3. Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

4. Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

5. Land use compatible provided special sound reinforcement systems are installed.

MAPS

Map 1: Taft Corners Target Plan

Map 2: Taft Corners Zones

Map 3: Taft Corners Typical Block

Map 4: Village Concept Pattern

Map 5: Scenic Vantage Points: Visual Assessment

Map 6: Open Space Analysis

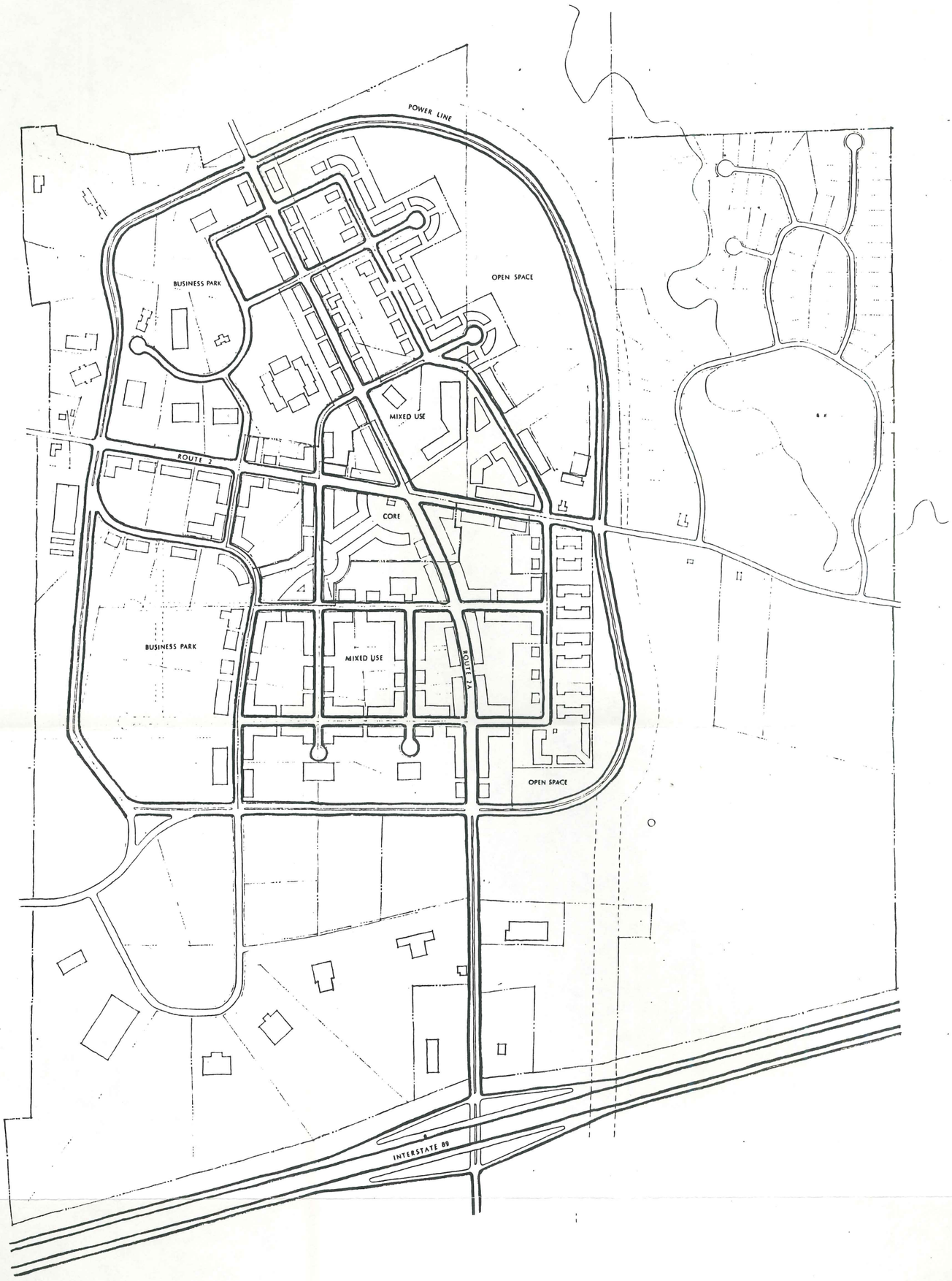
Map 7: Hamlets

Map 8: Roadways

Map 9: Utilities and Facilities

Map 10: Current Land Use Analysis

Map 11: Future Land Use

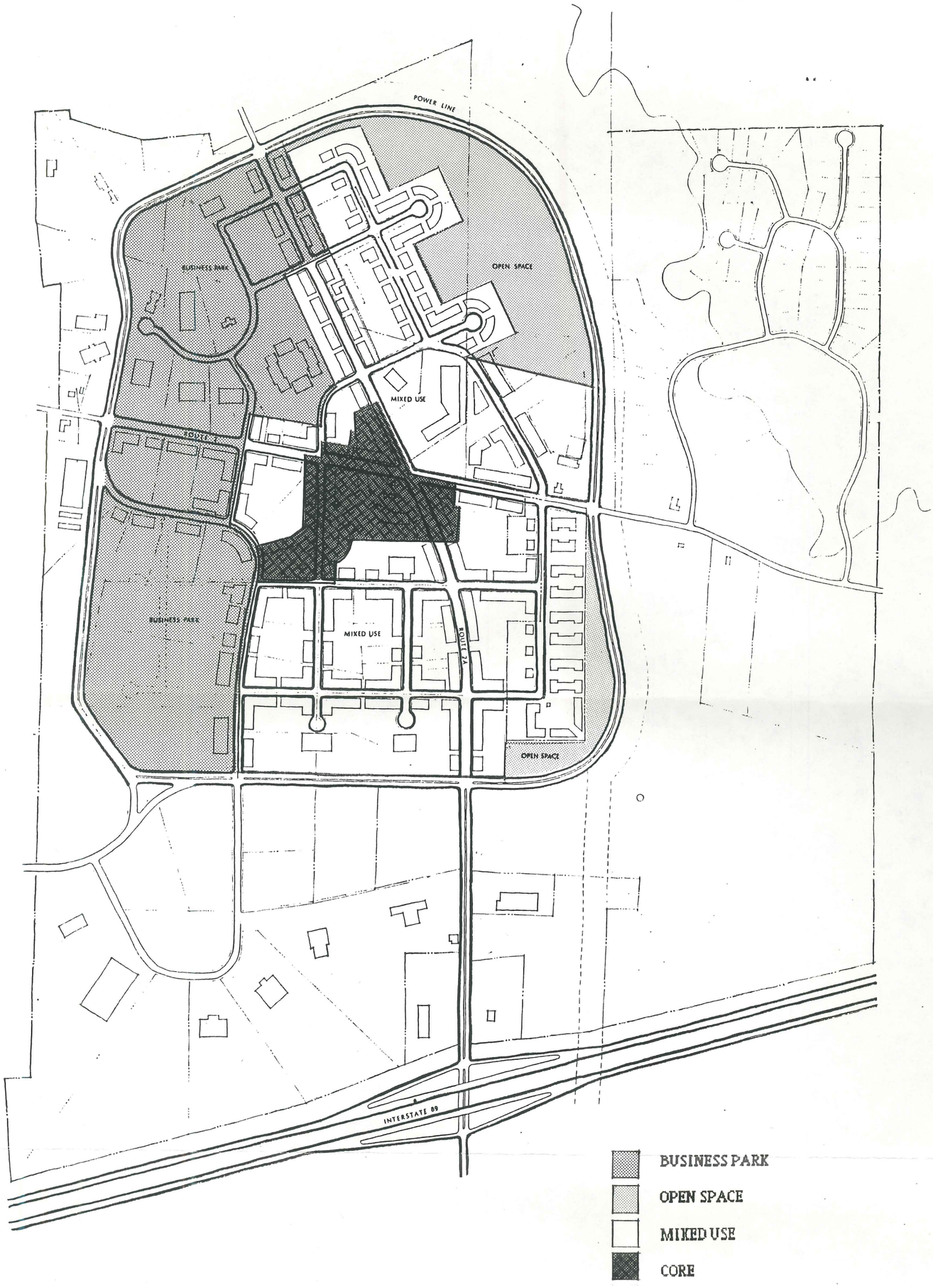


MAP 1

TAFTS CORNERS · WILLISTON, VT.

TAFT CORNERS TARGET PLAN

NORTH

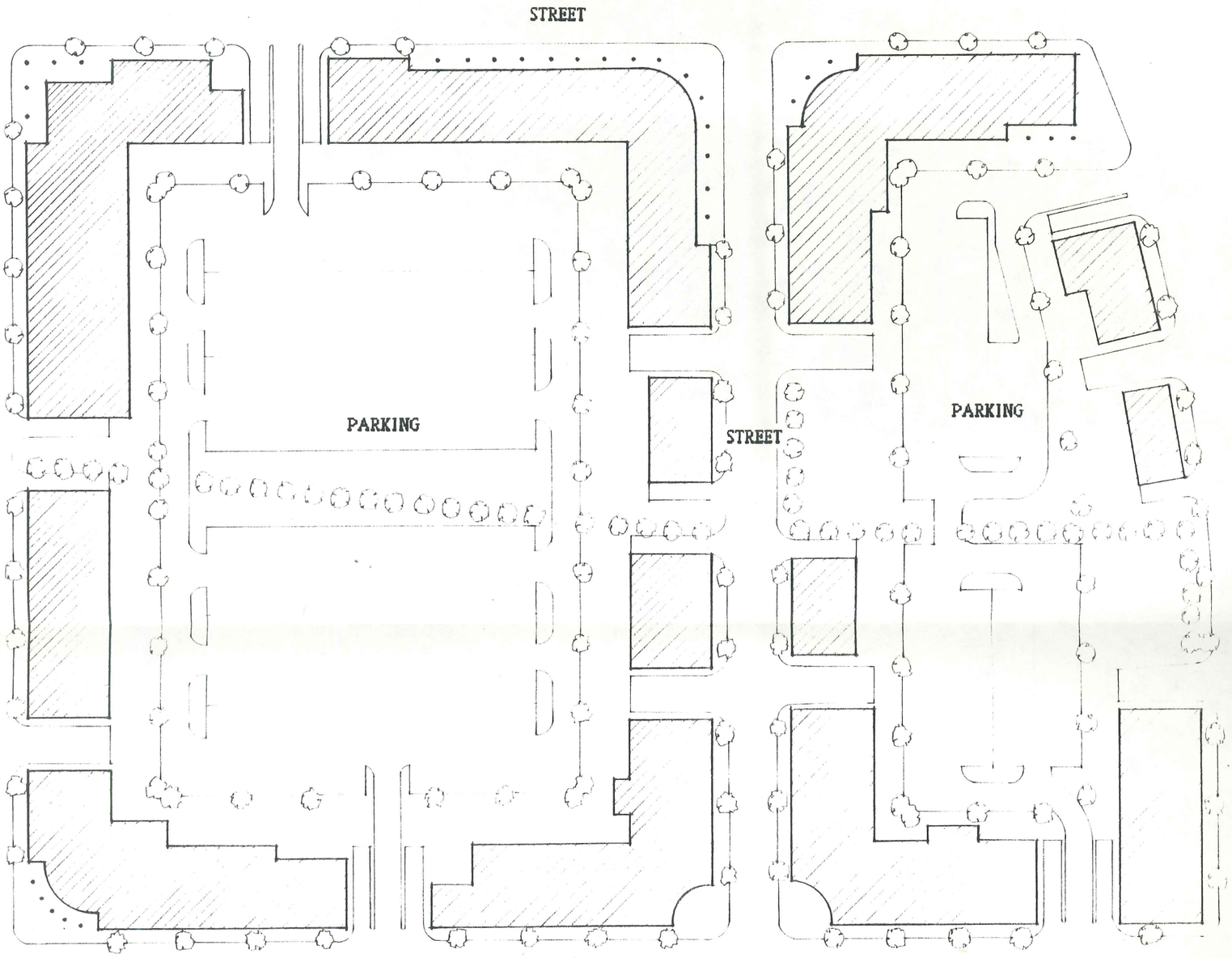


MAP 2

TAFTS CORNERS · WILLISTON, VT.

TAFT CORNERS ZONES

NORTH



MAP 3

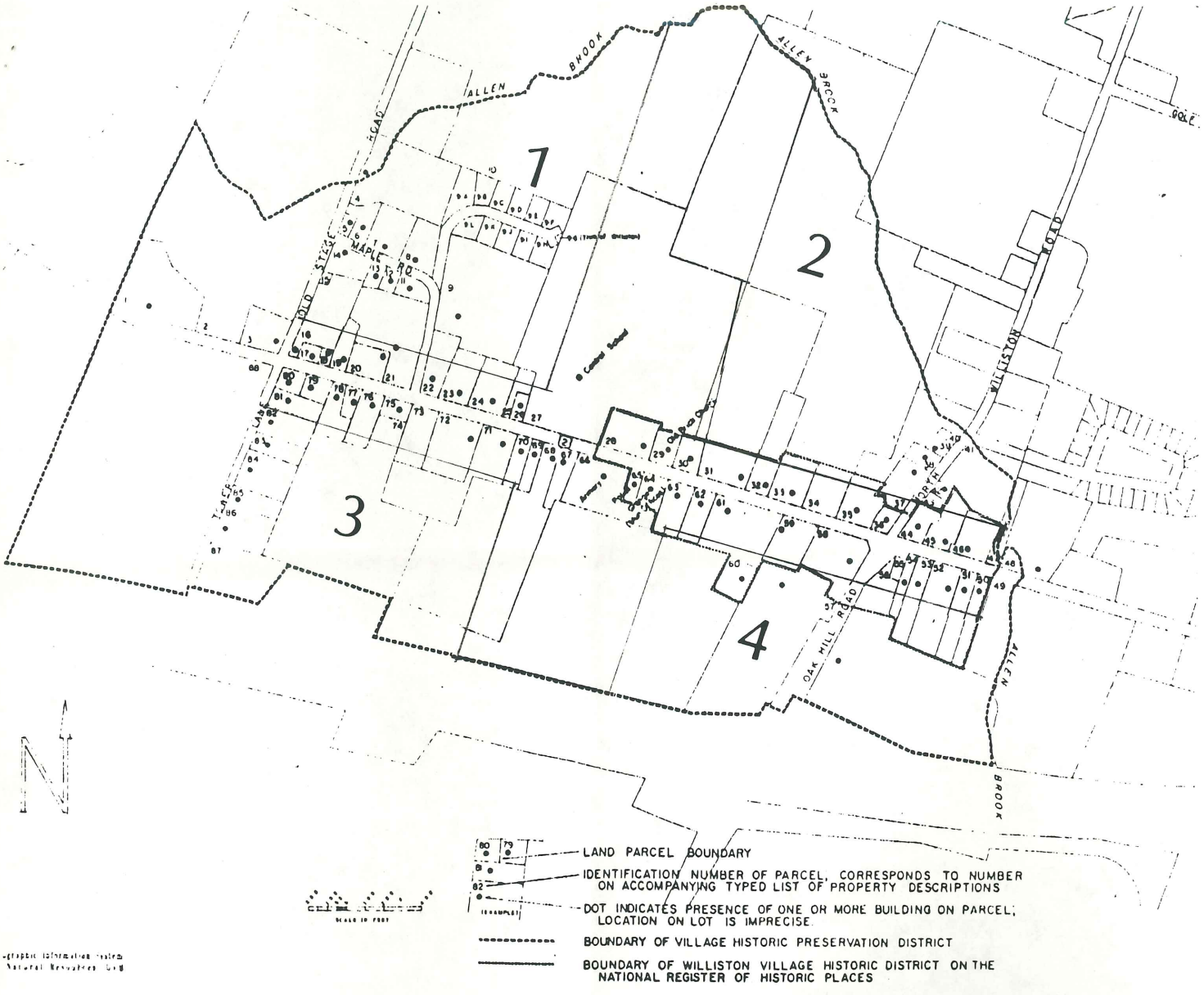
TAFTS CORNERS · WILLISTON, VT.

TAFT CORNERS TYPICAL BLOCK

NORTH

TOWN OF WILLISTON

VILLAGE CONCEPT PATTERN



LAND PARCEL BOUNDARY

IDENTIFICATION NUMBER OF PARCEL, CORRESPONDS TO NUMBER ON ACCOMPANYING TYPED LIST OF PROPERTY DESCRIPTIONS

DOT INDICATES PRESENCE OF ONE OR MORE BUILDING ON PARCEL; LOCATION ON LOT IS IMPRECISE.

BOUNDARY OF VILLAGE HISTORIC PRESERVATION DISTRICT

BOUNDARY OF WILLISTON VILLAGE HISTORIC DISTRICT ON THE NATIONAL REGISTER OF HISTORIC PLACES

Cartographic Information Center
Natural Resources Unit

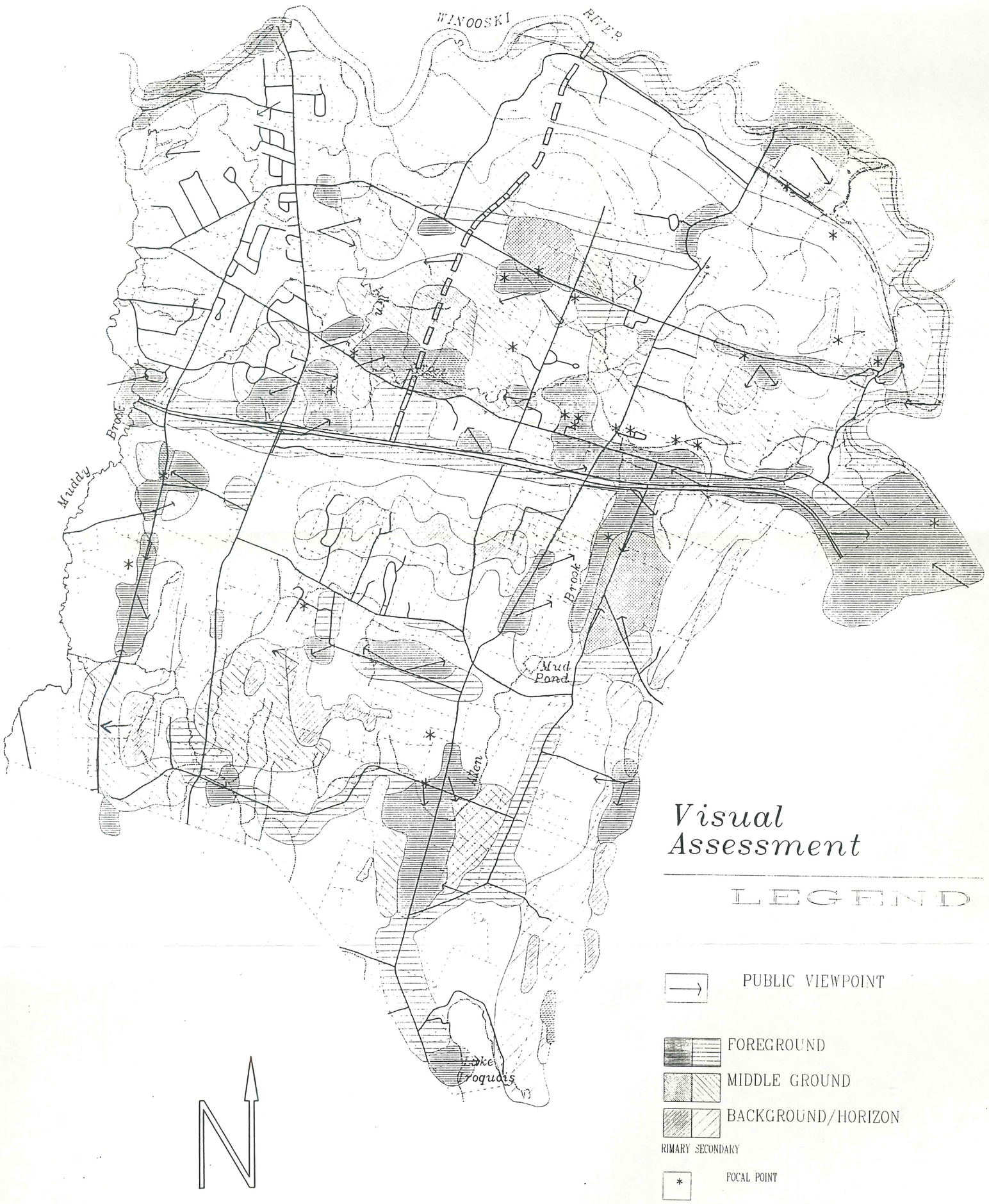
MAP 4

TOWN OF WILLISTON, VERMONT

5000 3000 1000 0 1 2 3 4 Miles

Meters 1000 000 2000 1 2 3 4 5 Kilometers

SCALE 1:20,000



Visual Assessment

LEGEND

PUBLIC VIEWPOINT

FOREGROUND

MIDDLE GROUND

BACKGROUND/HORIZON

RIMARY SECONDARY

FOCAL POINT

TAX PARCEL BOUNDARIES

CIRCUMFERENTIAL HIGHWAY

PROPOSED CORRIDOR

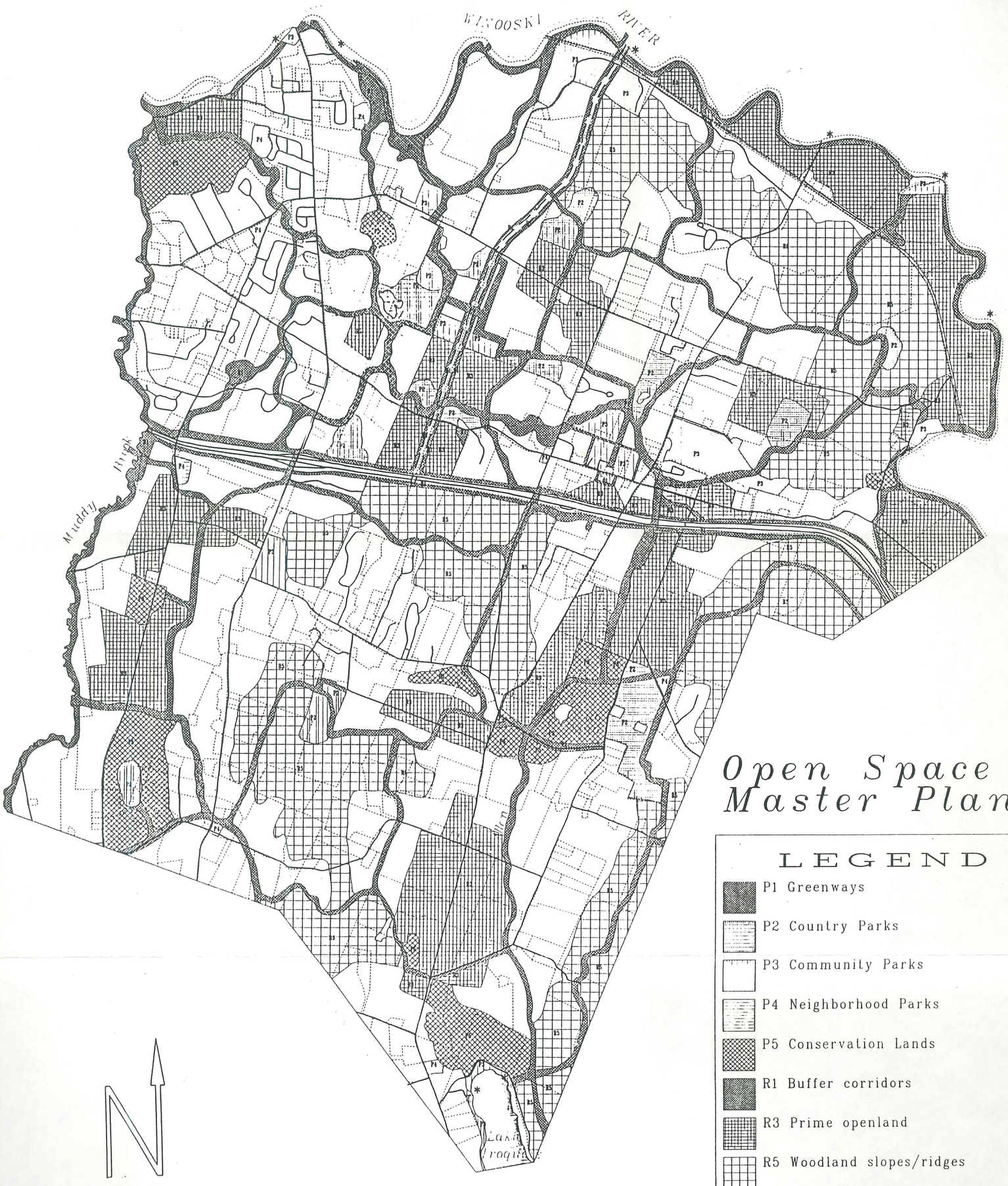
MAP 5

TOWN OF WILLISTON, VERMONT

Feet 5000 3000 1000 0 1 2 3 4 Miles

Meters 1000 600 200 0 1 2 3 4 5 Kilometers

SCALE 1:15,840

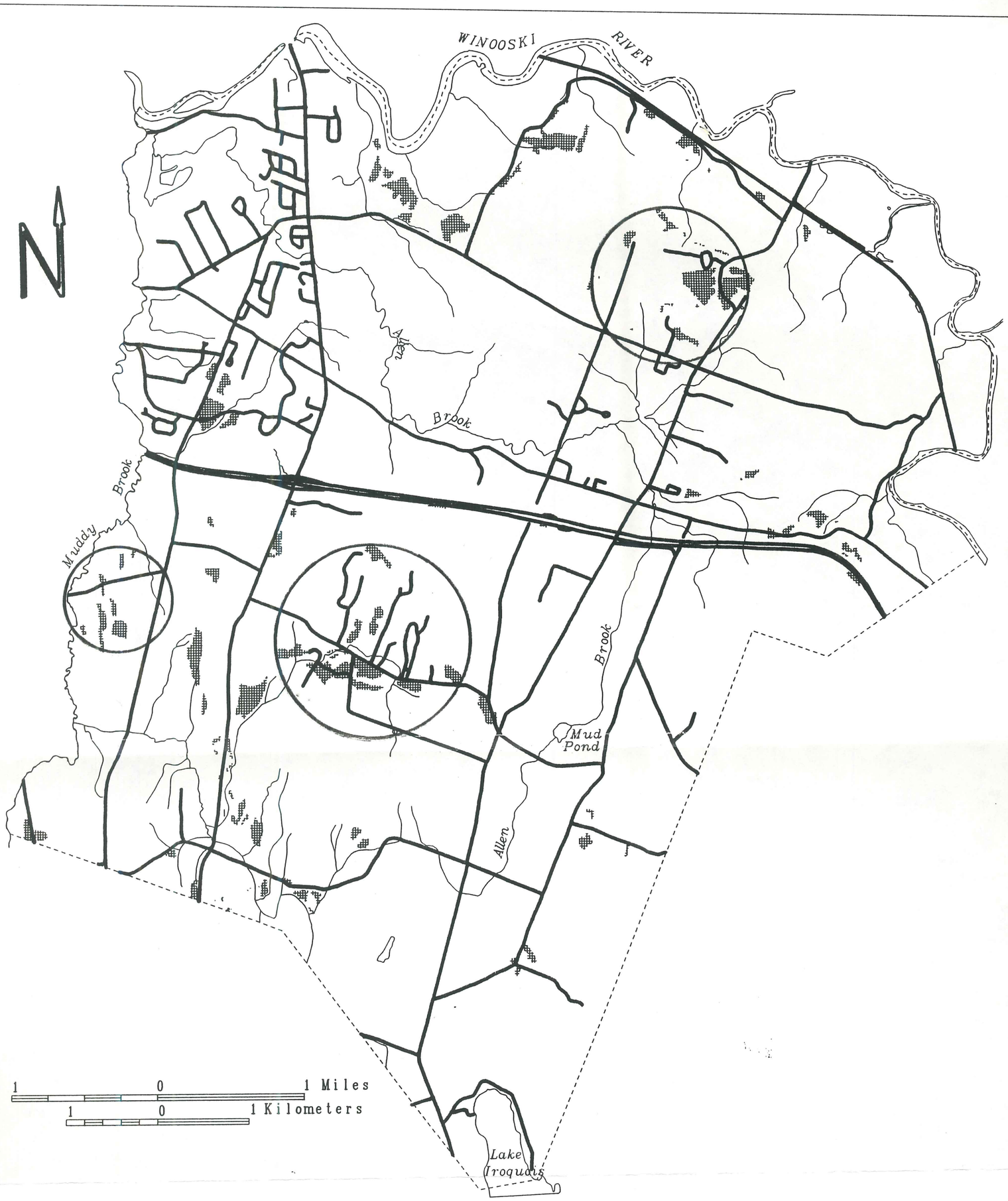


Open Space Master Plan

LEGEND

- P1 Greenways
- P2 Country Parks
- P3 Community Parks
- P4 Neighborhood Parks
- P5 Conservation Lands
- R1 Buffer corridors
- R3 Prime openland
- R5 Woodland slopes/ridges
- Circumferential highway proposed corridor
- Tax parcel boundaries
- * River and lake access points

MAP 6



TOWN OF WILLISTON, VERMONT
Hamlet Potential

Areas meeting hamlet criteria - 402 acres

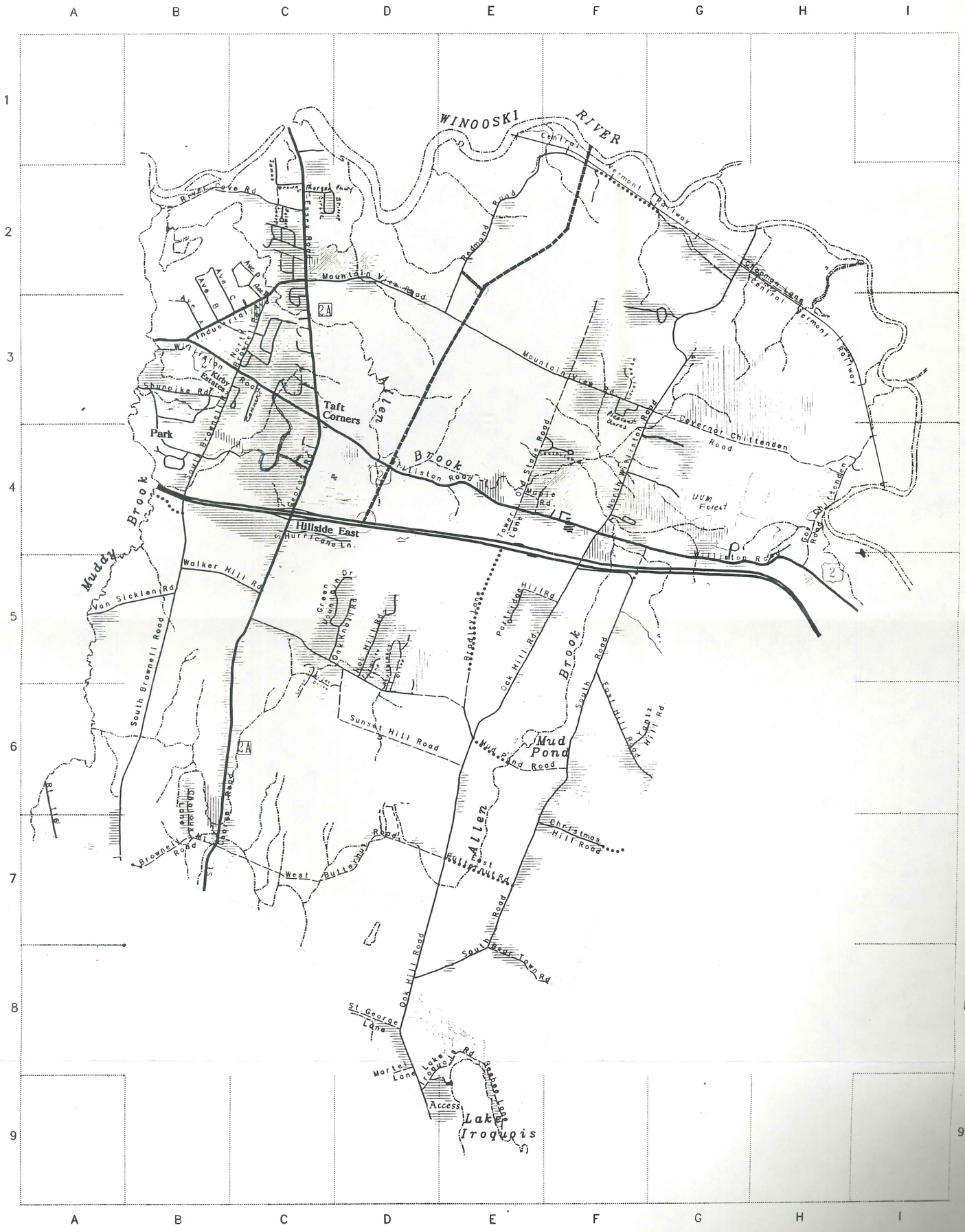
Proposed Hamlet Locations

MAP 7

VT GIS

ource: 1987 Land Use Map, 1988 Open Space Plan, SCS Soil Survey, Zoning Map

TOWN OF WILLISTON, VERMONT



ROADWAYS

MAP 8

- Major arterial road
- Paved roads
- Dirt or gravel roads
- Trails
- Railroad
- Future roads

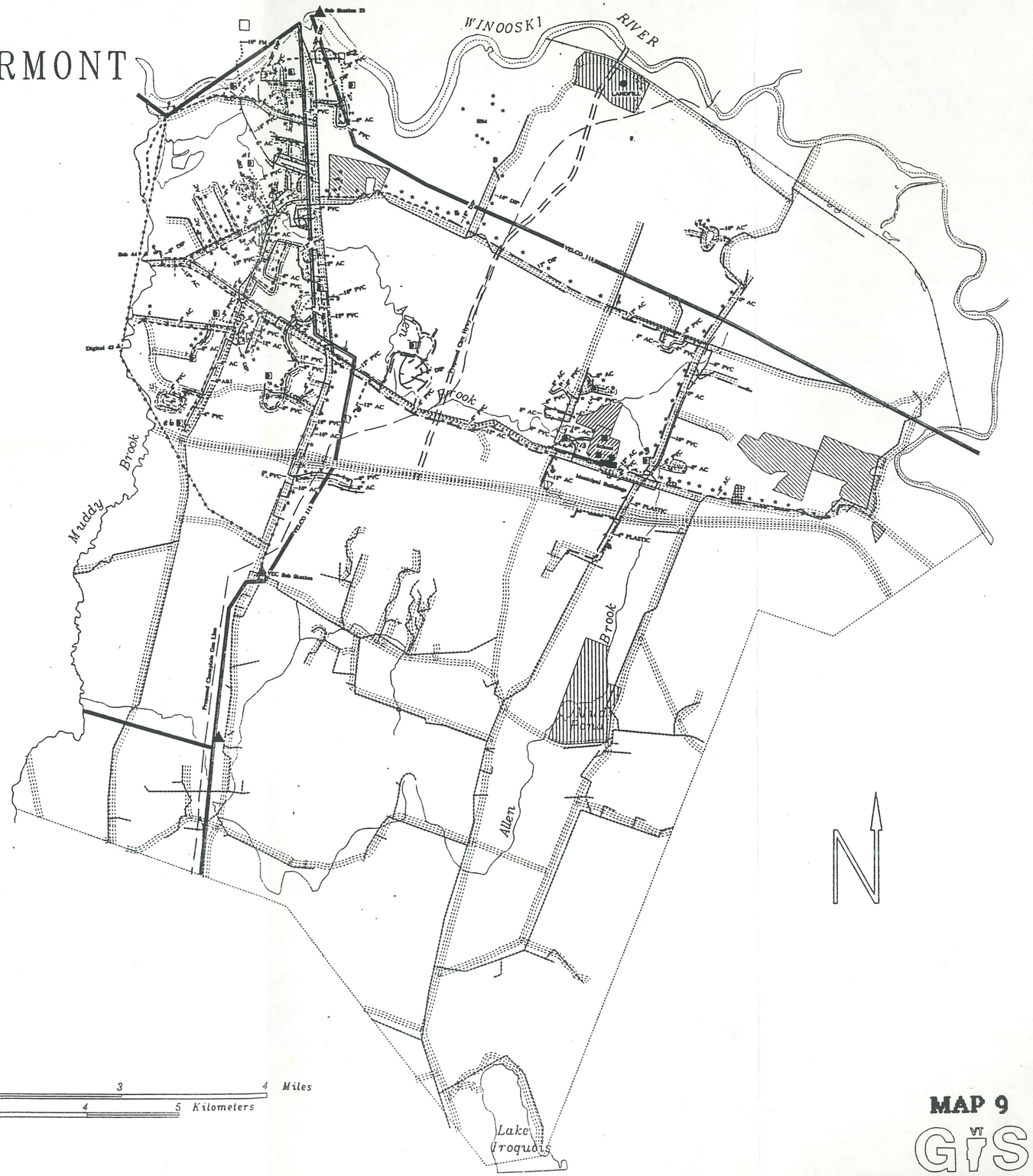
TOWN OF WILLISTON, VERMONT

Utilities and Facilities

LEGEND

- Green Mountain Power 7.2 KV
- Green Mountain Power (underground)
- Vermont Electric Coop 7.2 KV
- Vermont Electric Coop 34.6 KV
- VELCO
- Low service water main
- High service water main
- Gravity sewer
- Force main (sewer)
- Vermont Gas Systems
- Proposed Champlain Pipeline

- VELCO substation
- Vermont Electric Coop substation
- Hydrant
- Water tower
- Water pump station
- Public sewer pump station
- Private sewer pump station
- Essex Treatment Plant
- Approximate road corridor - width not to scale
- Circumferential highway proposed corridor
- Williston Central School
- Private schools
- Cemetaries
- Town land holdings
- Landfill
- Public buildings



Feet 5000 3000 1000 0 1 2 3 4 Miles

Meters 1000 600 200 0 1 2 3 4 5 Kilometers

SCALE 1:15,840

MAP 9

GIS

Vermont Geographic Information System
School of Natural Resources, UVM

Source: Town Offices, Williston, Vermont Date prepared: August, 1989

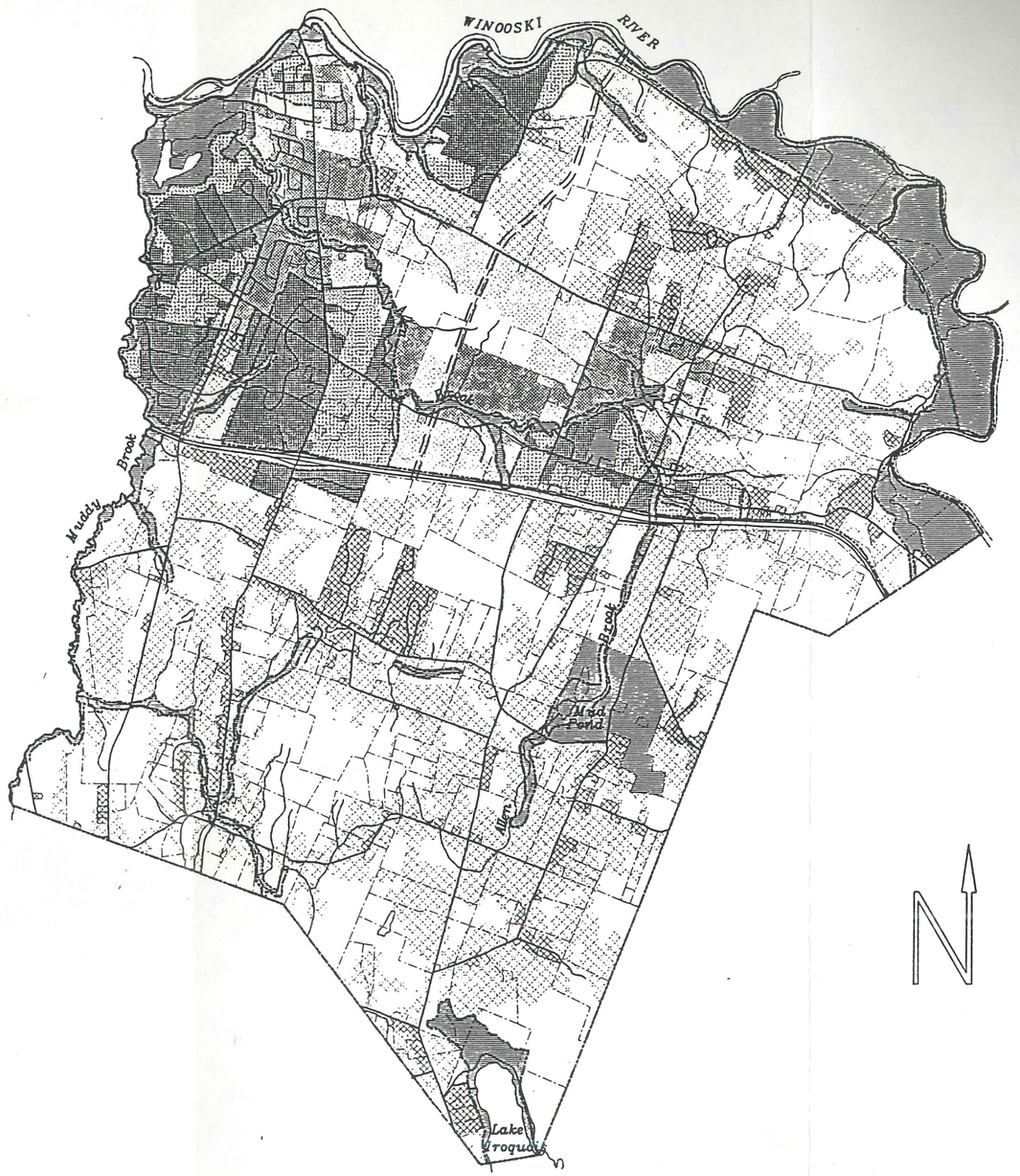
TOWN OF WILLISTON, VERMONT
Land Use Analysis

LEGEND

- Mixed Use Commercial – existing or approved 1,289 acres
- Mixed Use Commercial – potential development 905 acres
- Medium Density Residential – existing or approved 915 acres
- Medium Density Residential – potential development 1,082 acres
- Rural Residential – existing or approved 1,332 acres
- Rural Residential – potential development 5,675 acres
- Undevelopable lands 6,288 acres

- Conservation/Recreation 2,397 acres

- Zoning lines
- Generalized parcel boundaries
- Circumferential highway proposed corridor



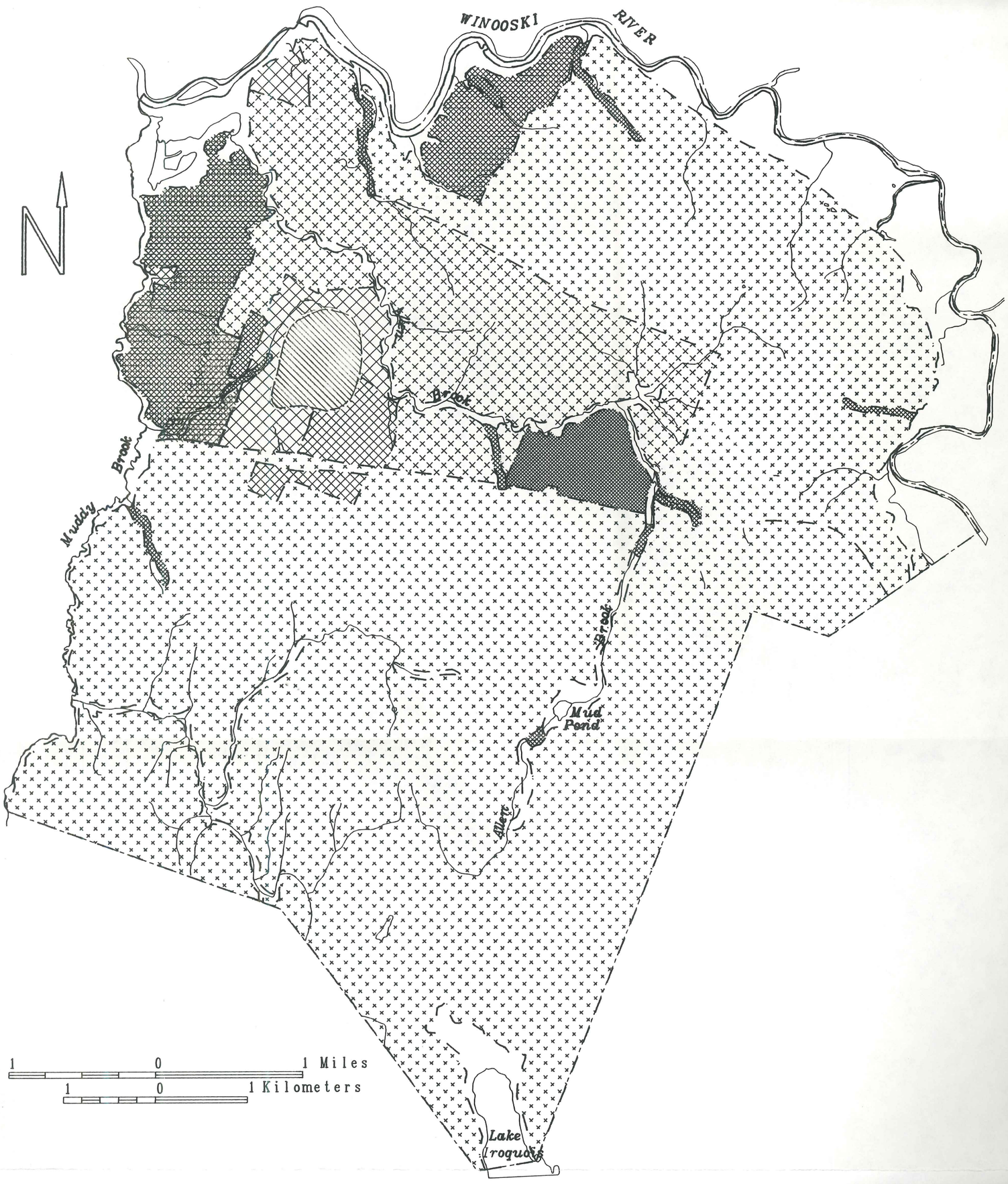
Feet 5000 3000 1000 0 1 2 3 4 Miles
Meters 1000 600 2000 1 2 3 4 5 Kilometers

SCALE 1:20,000

Source Peter Owens, Humstone Squires Associates and Vermont GIS Dale pre

MAP 10

GIS
Vermont Geographic Information System
School of Natural Resources UVM



TOWN OF WILLISTON, VERMONT

Future Land Use

- Agricultural/Residential
- Medium Density Residential
- Commercial
- Interstate Commercial
- Mixed Use District
- Industrial
- Taft Corners District
- Conservation/Open Space
- Village Center
- Flood Plain and water
- Town boundary
- Surface water
- Roads

MAP 11

Source: Town of Williston and Vermont G.I.S. Prepared October, 1989