

An aerial photograph of a highway interchange and surrounding landscape, including fields, forests, and some buildings. The image is overlaid with a semi-transparent teal color.

Appendix C

Public Outreach Materials

GEORGIA SOUTH VILLAGE TRANSPORTATION MASTER PLAN

LOCAL CONCERNS MEETING



APRIL 9, 2018

AGENDA

Project Team Introductions

Scope and Schedule

Project Area

Project Background

Existing Conditions

Issues and Opportunities

Next Steps

PROJECT TEAM



- Michael McCarthy
- Georgia Bilodeau



- Taylor Newton
- Bethany Remmers



- Chris Clow, P.E.
- Peter Pochop
- Amy Bell



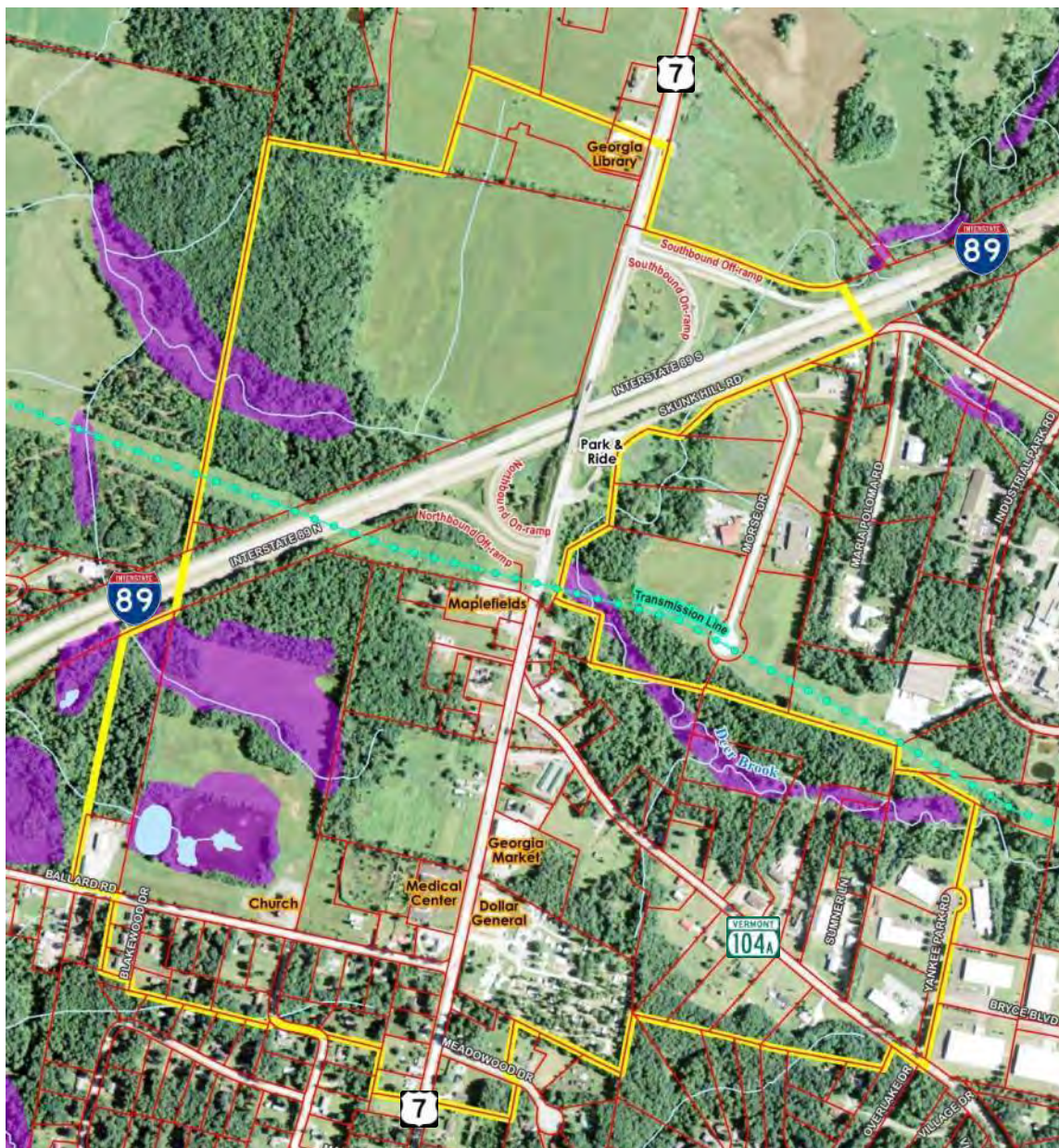
- David Saladino, P.E., AICP
- Michael Willard, LEED AP, PLA
- Mark Hamelin, CLARB Certified, PLA, ASLA
- Erica Quallen, E.I.T.



- Brandy Saxton, AICP

Project Kick-Off	<i>January</i>
Existing Conditions Assessment	<i>February – March</i>
Public Meeting #1	<i>Tonight</i>
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Draft Concept Plan/Design Alternatives	<i>April – May</i>
Steering Committee Meeting #3	<i>May</i>
Public Meeting #2	<i>June</i>
Steering Committee Meeting #4	<i>July</i>
Preferred Concept Plan	<i>July – August</i>
Draft and Final Master Plan	<i>September – October</i>
Public Presentation of Master Plan	<i>November</i>

SCOPE AND SCHEDULE



PROJECT AREA

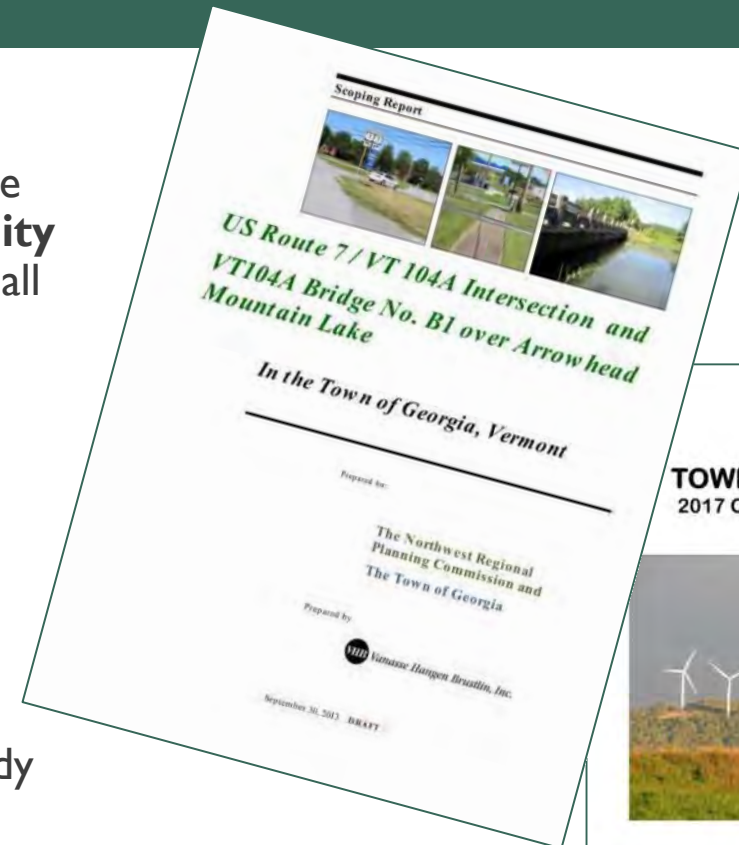
PROJECT BACKGROUND

■ Project Goals

- Create a transportation master plan for the Georgia South Village to encourage **dense future development**, improve **accessibility** for all modes of transportation, and provide a **livable** village for all people.

■ Past Studies and Plans

- 2005 Historic Village and Town Center Water Supply and Wastewater Feasibility Study
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TOWN OF GEORGIA, VERMONT 2017 COMPREHENSIVE MUNICIPAL PLAN



Adopted by the Georgia Selectboard
January 9, 2017

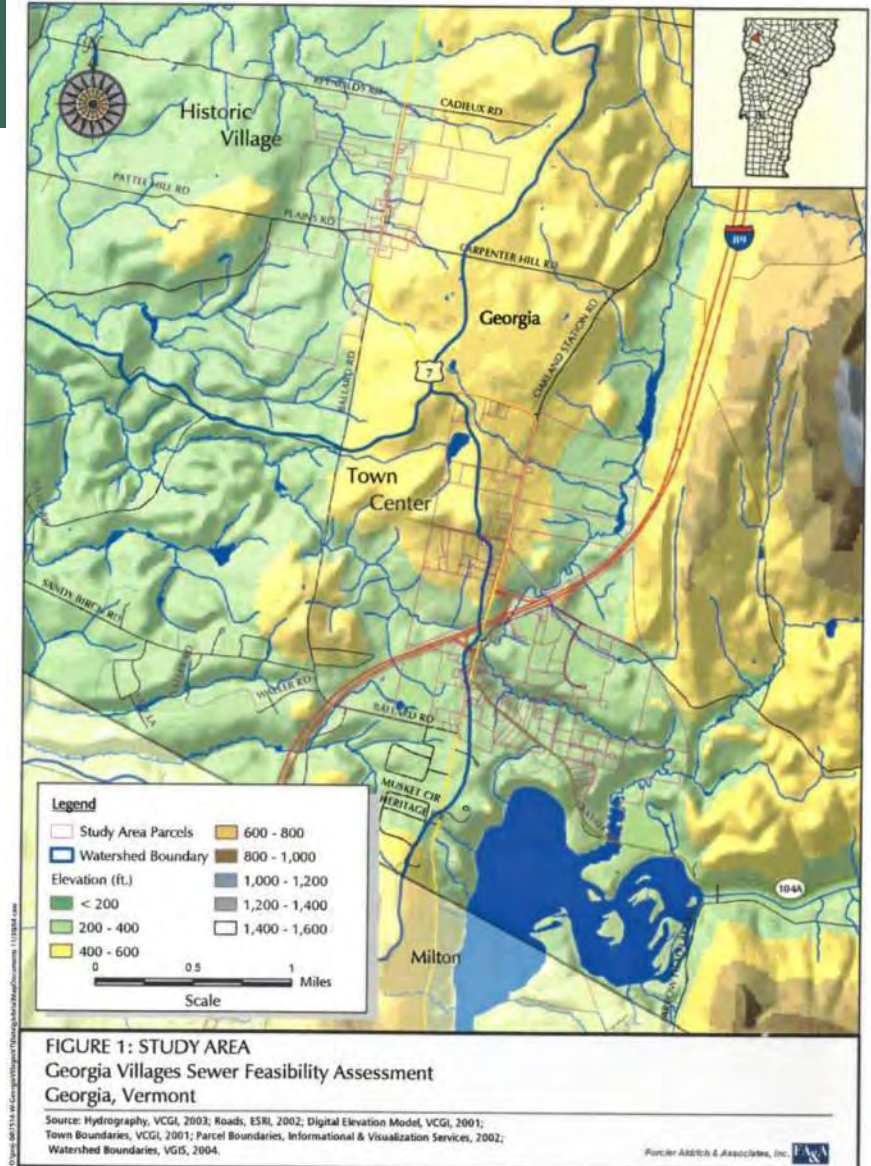
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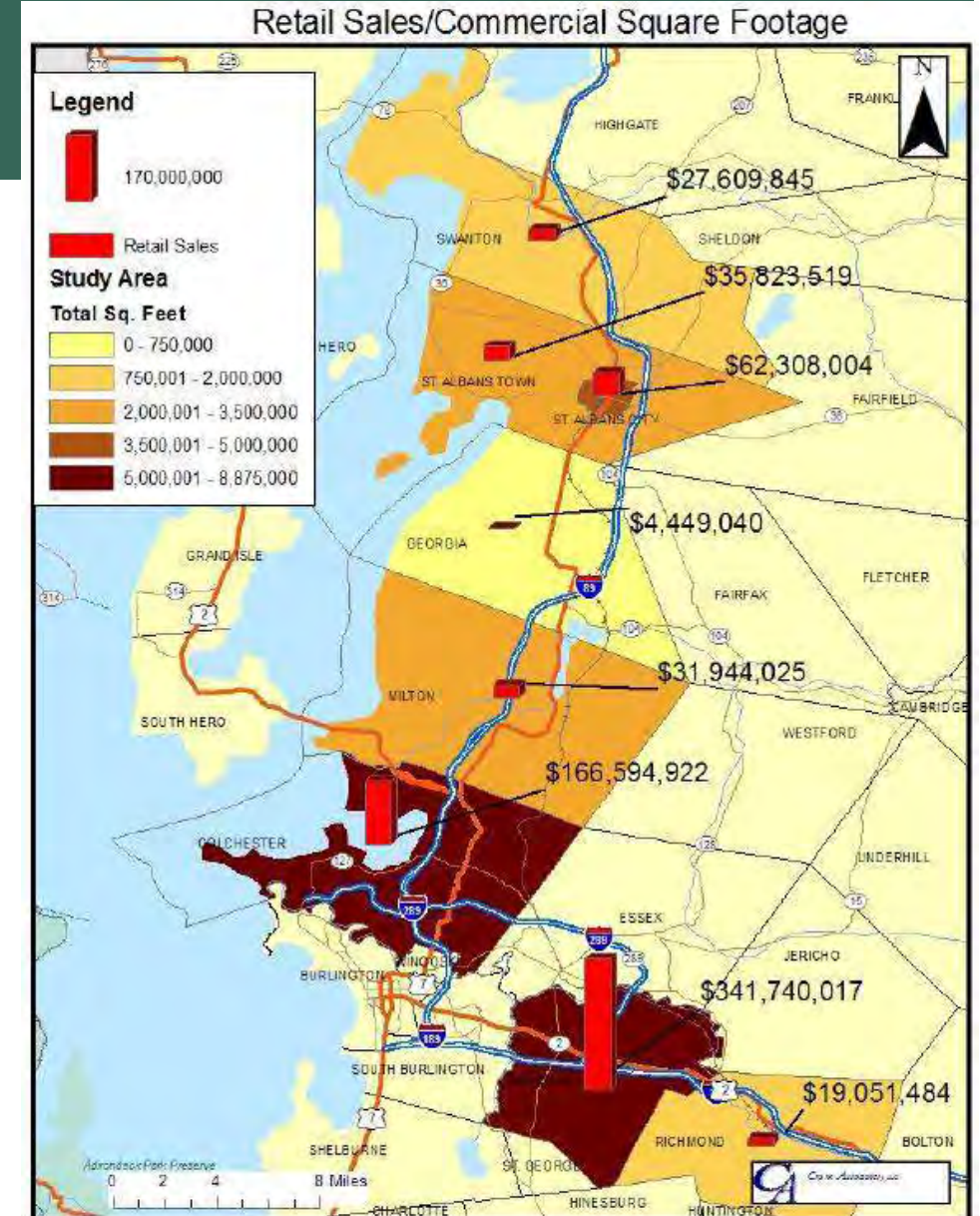
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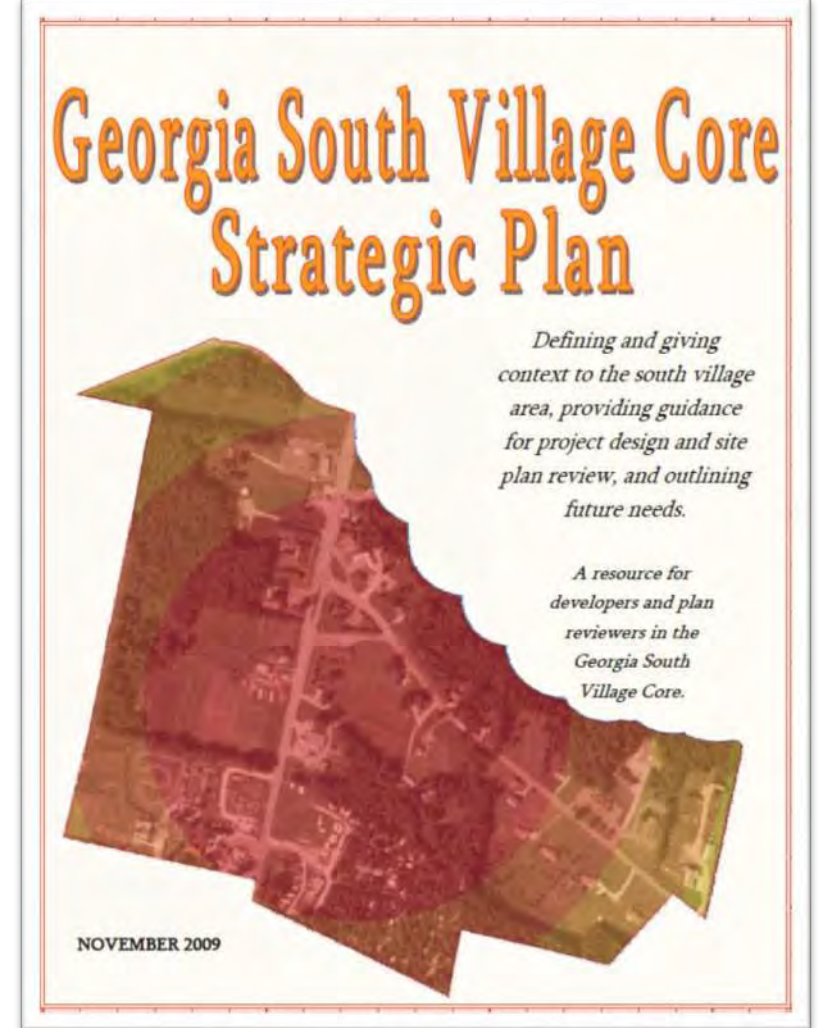
PROJECT BACKGROUND

■ Project Goals

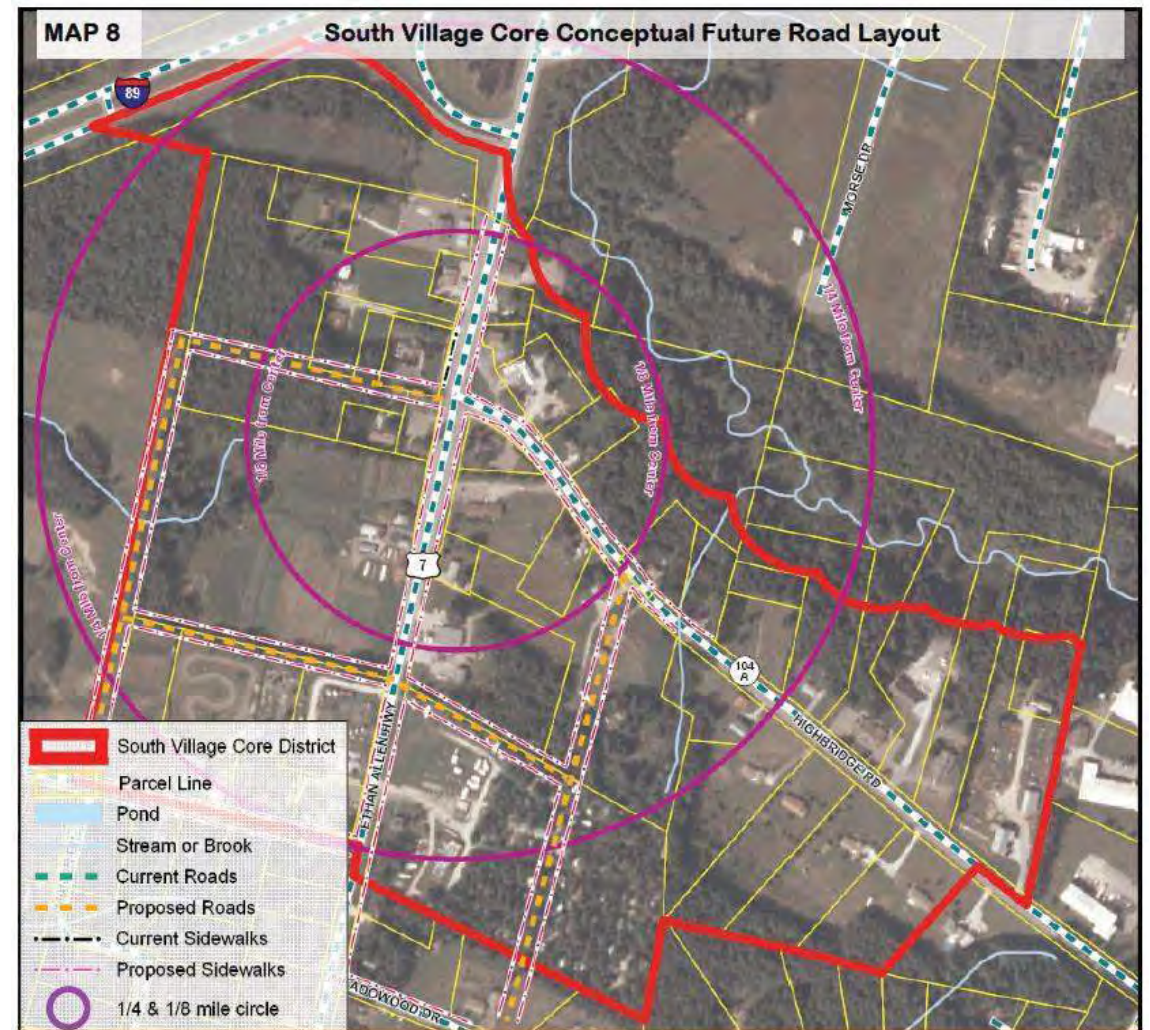
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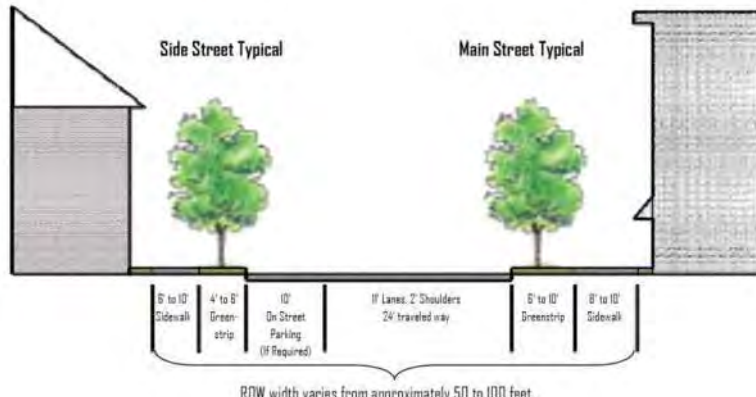
2009 GEORGIA SOUTH VILLAGE STRATEGIC PLAN



2009 GEORGIA SOUTH VILLAGE STRATEGIC PLAN



- “Defining and giving context to the South Village area...”
- The purpose of the South Village Core District is to provide a concentrated core settlement of small scale commercial, civic, and residential uses in a **traditional Vermont village setting**.
- Designated as an area to have a more defined **sense of place**, interesting **public spaces**, and an **accessible** streetscape for pedestrians.



Decorative detailing can be added on block style commercial storefronts in the following ways:



PROJECT BACKGROUND

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PROJECT BACKGROUND

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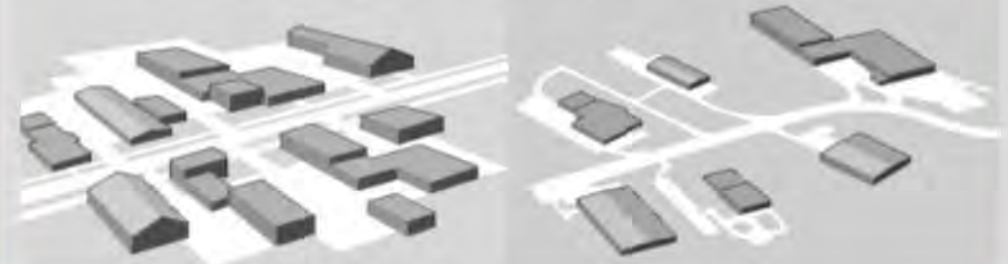
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Figure 3.7e Pedestrian Access



Figure 3.7d

The development on the left is well integrated with clustered buildings, shared parking, and pedestrian connections.



THIS

NOT THIS

Image Credit: Growing Smarter: Best Site Planning in Residential Commercial and Industrial Development, Smart Growth Vermont

EXISTING CONDITIONS

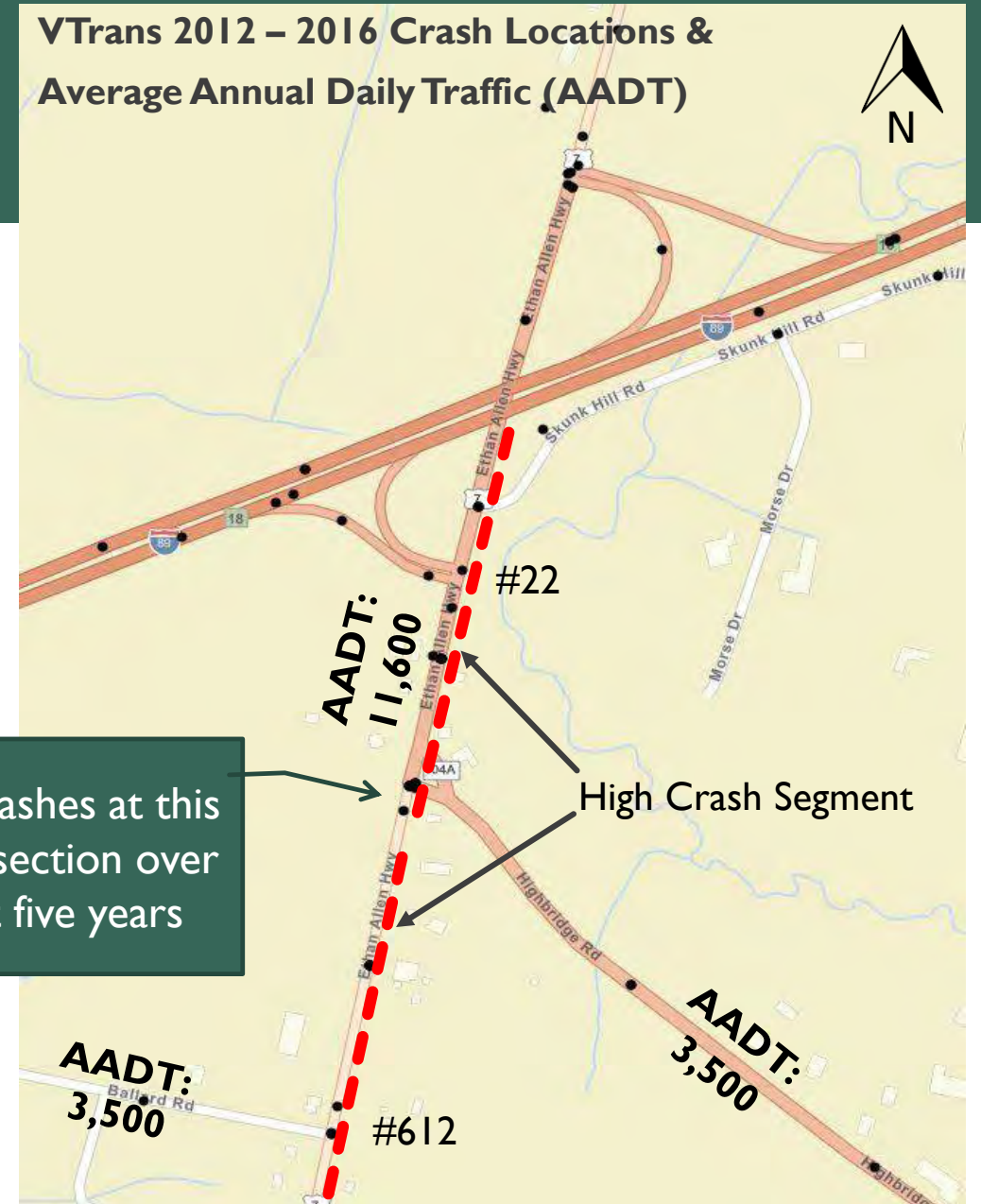
Traffic Data

- AADT varies between 3,400 – 11,900 vehicles per day within the study area

Safety Analysis (2012-2016)

- Two VTrans High Crash Segments along US 7
 - Total 35 crashes
- 90 Project Area Crashes
 - 14% rear end crashes
 - 26% crashes at intersections
 - 18% resulting in injury

VTrans 2012 – 2016 Crash Locations & Average Annual Daily Traffic (AADT)



EXISTING CONDITIONS

Traffic Data

- Signal warrants met for 8-hour and 4-hour vehicle volumes
 - US 7 and I-89 NB and SB Ramps
 - US 7 and VT 104a
- Left Turn Lane warranted
 - US 7 and I-89 NB and SB Ramps
 - US 7 and VT 104a

Park & Ride

- 42 spaces
- Average utilization – approximately 76%
- GMT Transit Service – I 15 Alburgh/Georgia Commuter
 - Requires advance pick-up request on weekdays



EXISTING CONDITIONS

Land Use - South Village Core District

- District created in 2009
- Allowed uses
 - Residential, retail, service, office, lodging, light industry
- Dimensional standards – village development pattern
 - No minimum lot size or maximum density
 - No to shallow setbacks
 - 20,000 sf max building footprint
 - 2-story min building height
- Zoning not a limiting factor for development
- Is desired development pattern feasible given available infrastructure and market demand?





WHAT DO YOU THINK?

Where should the village be centered?

Pedestrian amenities and bicycle facilities?

Village Green location?

What type of development do you want to occur?

Improvements at US 7 and VT 104a intersection?

Is the Park & Ride adequate?

What happens north of the interchange?



NEXT STEPS



- Draft Concept Plan and Alternatives Development
- Alternatives Public Presentation
- Development of the Preferred Concept Plan
- Draft Transportation Master Plan
- Final Transportation Master Plan Public Presentation

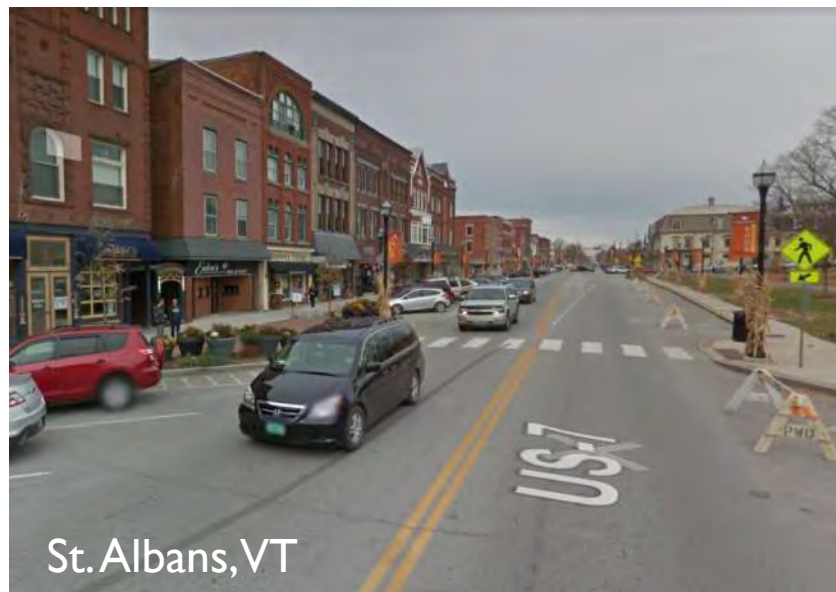
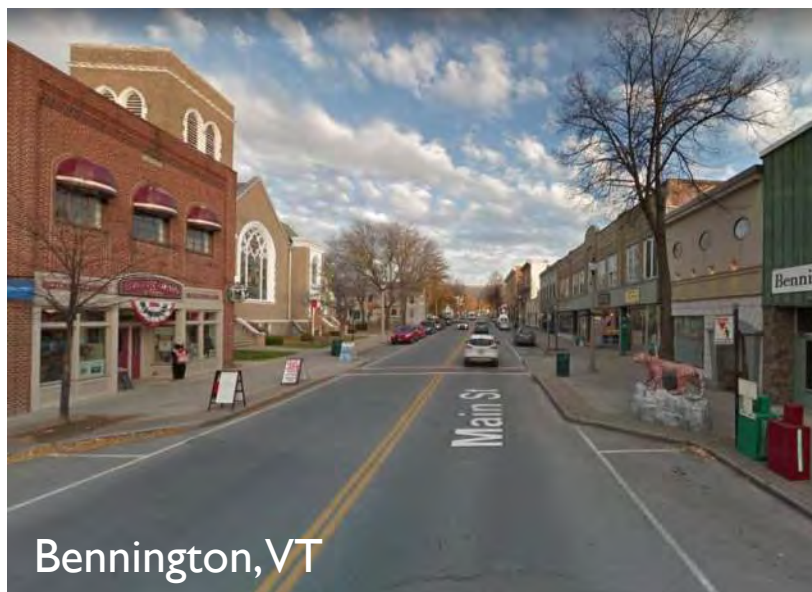


South
Burlington
City Center

ISSUES AND OPPORTUNITIES

- Intersections and Interchange
 - Independent from Historic Village
- Bicycle and Pedestrian Facilities
 - Missing Sidewalks
 - Bike Accommodations
- Future Streets
 - Creating a grid to improve accessibility
- Lack of Wastewater Treatment Capacity





1

Town of Georgia
Selectboard Regular Meeting

April 9, 2018

6:00

~~7:00~~ pm Georgia Public Library Community Room

ATTENDANCE LIST

Please Sign In:

Name	Phone Number / Email Address / Area of Concern
Cheryl Letourneau	townclerk@townofgeorgia.com
Ed Cote	
JAMES HARRISON	844-6688 - JIM@HARRISONCONCRETE
Charles Cross	802-777-5774 - CharlesCross@aol.com Comcast - Net - Ballard Rd / Rdw to Rte 7
Marge Cey	524-9028 - Patti McNeil
Amy Ricker	524 3634
Keith Baker	752-5813 - GeorgiaVTFireChief@gmail.com
Dee McGrath	893-4853 mcgrathsy@gmail.com
Ed Simon	802-343-0538 ejsimon@uvm.edu
Terry Roney	802-752-7462
Scott Turner	802-238-1283
Ryan Bell	planning@townofgeorgia.com
Carol Laro	Carol.Laro@gmail.com
Mark Bale	markbale@earthlink.net
Sherry Meiggs	5241956 sherry.meiggs@ge.com

Town of Georgia
Selectboard Community Meeting
South Georgia Transportation Planning
April 9, 2018
6:00 pm Georgia Public Library Community Room

ATTENDANCE LIST

Please Sign In:

Name	Phone Number / Email Address / Area of Concern
Sara Mott	(228) 234-0712 / SMOTT1988@gmail.com
Barb Daw	893-3981 bbdaw@comcast.net
Paula Rustan	
Linda Cray	
Dana L. Nerman	
Shawn & Brenda Murphy	802-524-4340 shawnbrenda@att.net
Michael Frett	
Sara Le Blanc	802 734 3269 sleblanc003@gmail.com
Tom & Terry Cleveland	802 233 2346 tom@terry.com
Justin Holmes	802-782-5980 justin@pinnacle-ut.com
Kim + Brad arel	802 343 7166 / bkdarel@gmail.com / Property
FRANK LOEF	FRANK@802MAGIC.COM
Sarah Williams	511481@comcast.net
Jon Kirby	Kirbyj@comcast.net
Gilles Rainville	George

3

Town of Georgia
Selectboard Community Meeting
South Georgia Transportation Planning
April 9, 2018
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ATTENDANCE LIST

Please Sign In:

<u>Name</u>	<u>Phone Number / Email Address / Area of Concern</u>
MARK HAMELIN	VHB
Kathy McConnell	
Ken Minck	kominck@gmail.com
Pat King	patrick.king@gmail.com
Carl Rosequist	527-7332
BLAKE KIRBY	HARRISON AVE 73 @ Yahoo, COM
Alan Bombardier	524-3331
John Schnupp	524-9986
Bridget Alexander	527-8116 bridgetalexander@comcast.net
Jeff Wrigley	
Suz Brown	
Eric Larson	802 895 1099 eric.robert.larson@gmail.com
Charles Miranda	893 1719 camdmg@myfairpoint.net
Brian Weight	318-7129 BW15317@gmail.com

Town of Georgia
Selectboard Community Meeting
South Georgia Transportation Planning

April 9, 2018

6:00 pm Georgia Public Library Community Room

send to: VHB

~~Erica Quallen~~

Erica Quallen

equallen@vhb.com

ATTENDANCE LIST

Please Sign In:

Name	Phone Number / Email Address / Area of Concern
Kevin Camisa	802 777 1583 Krcamisa@gmail.com
Gent Anderson	524-5836 GCI
David Cavanaugh	207-518-1242 davefnlc@gmail.com
B.J. Walters	802-598-2333 bjw@hjalts.org
Red Ginn	52-4-3318 rcl2jazz@comcast.net
Lara Bouchard	802-893-2342 mlbouchard4@gmail.com
Peter Pembroke	peterpembroke@gmail.com
Ray Bouffard	Georgiamarktv@gmail.com
David Vincent	

GEORGIA SOUTH VILLAGE TRANSPORTATION MASTER PLAN

ALTERNATIVES PRESENTATION



JULY 25, 2018



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Review of Alternatives

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- Steve Lamos
- Ric Nye



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- Amy Bell
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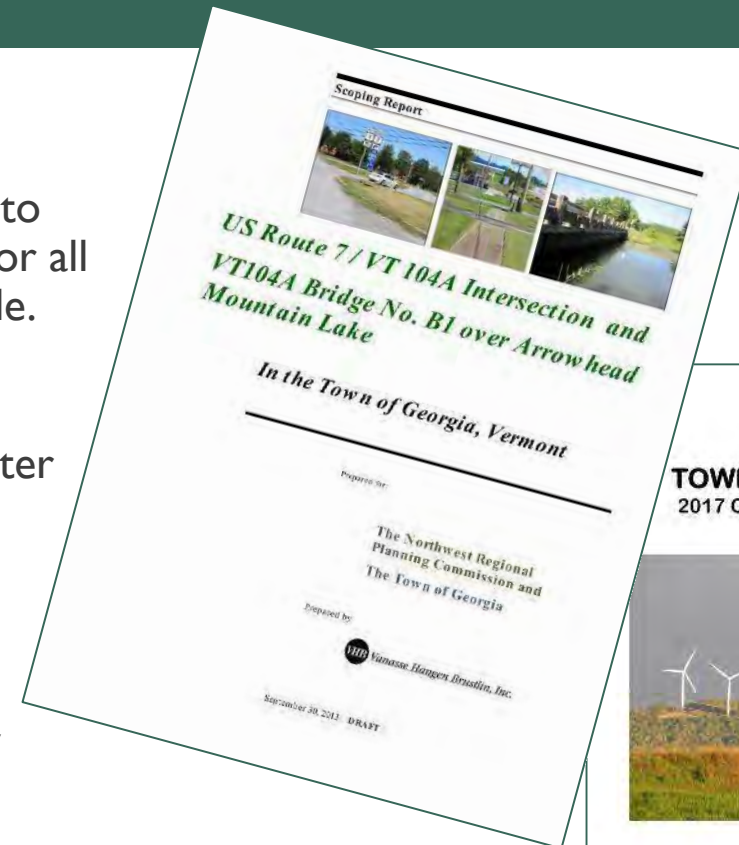
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TOWN OF GEORGIA, VERMONT 2017 COMPREHENSIVE MUNICIPAL PLAN



Adopted by the Georgia Selectboard
January 9, 2017

ALTERNATIVES EVALUATION

- **Baseline Improvements**
- Village Alternatives
 - Land Use and Development Pattern
 - US 7 / Ballard Road Intersection
 - US 7 / VT 104A Intersection
 - Exit 18 Interchange
 - Park & Ride Lot



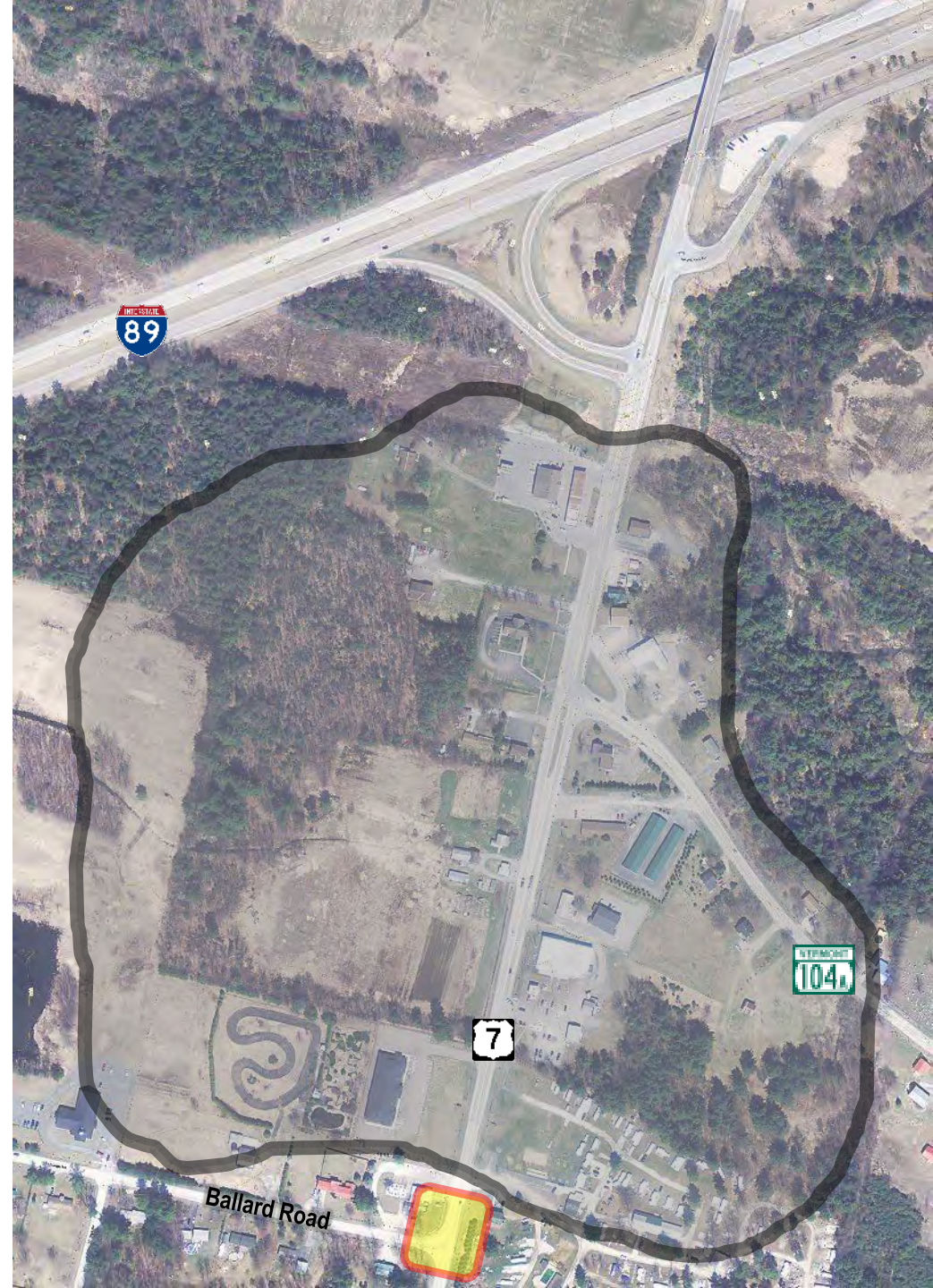
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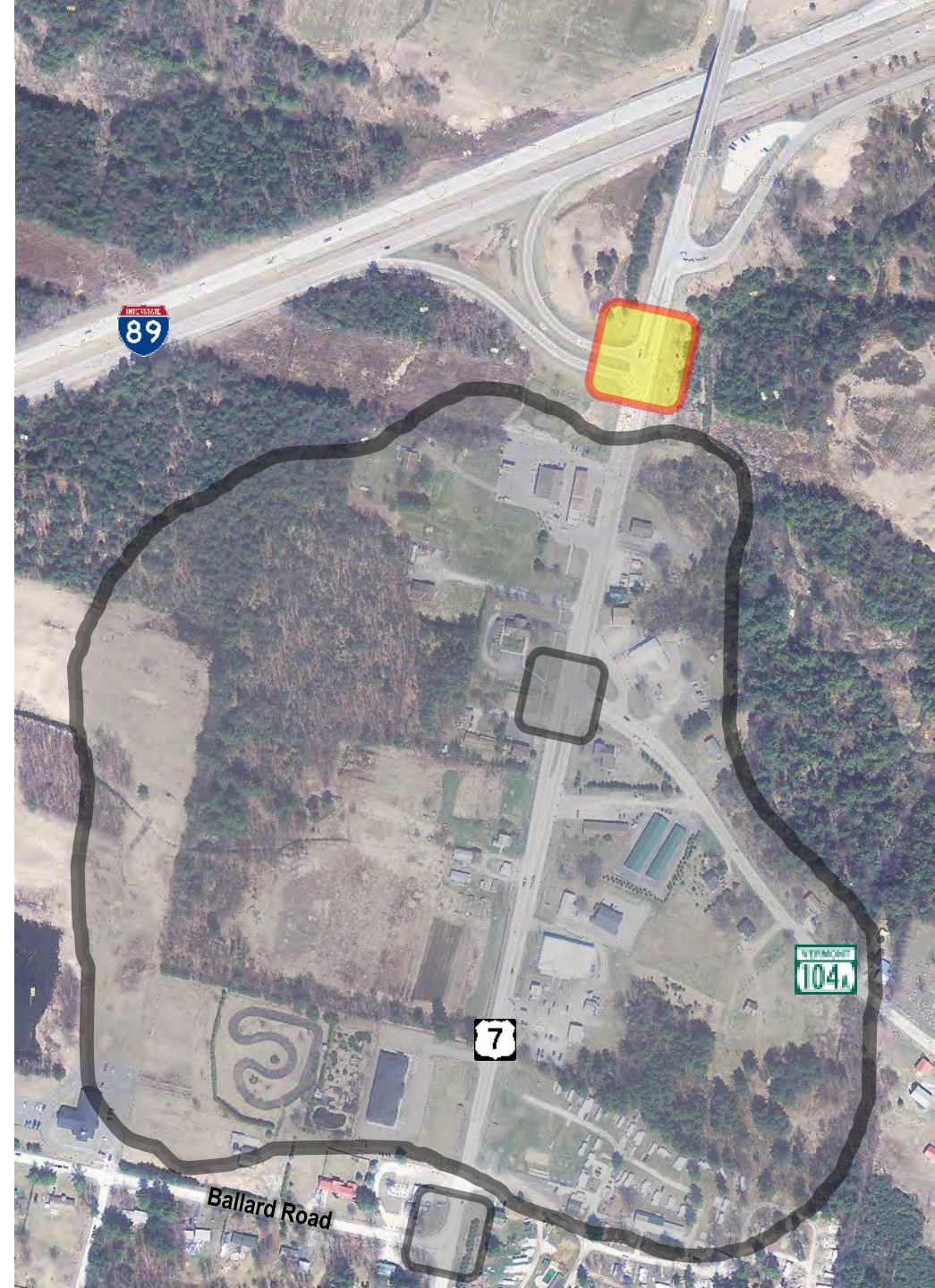
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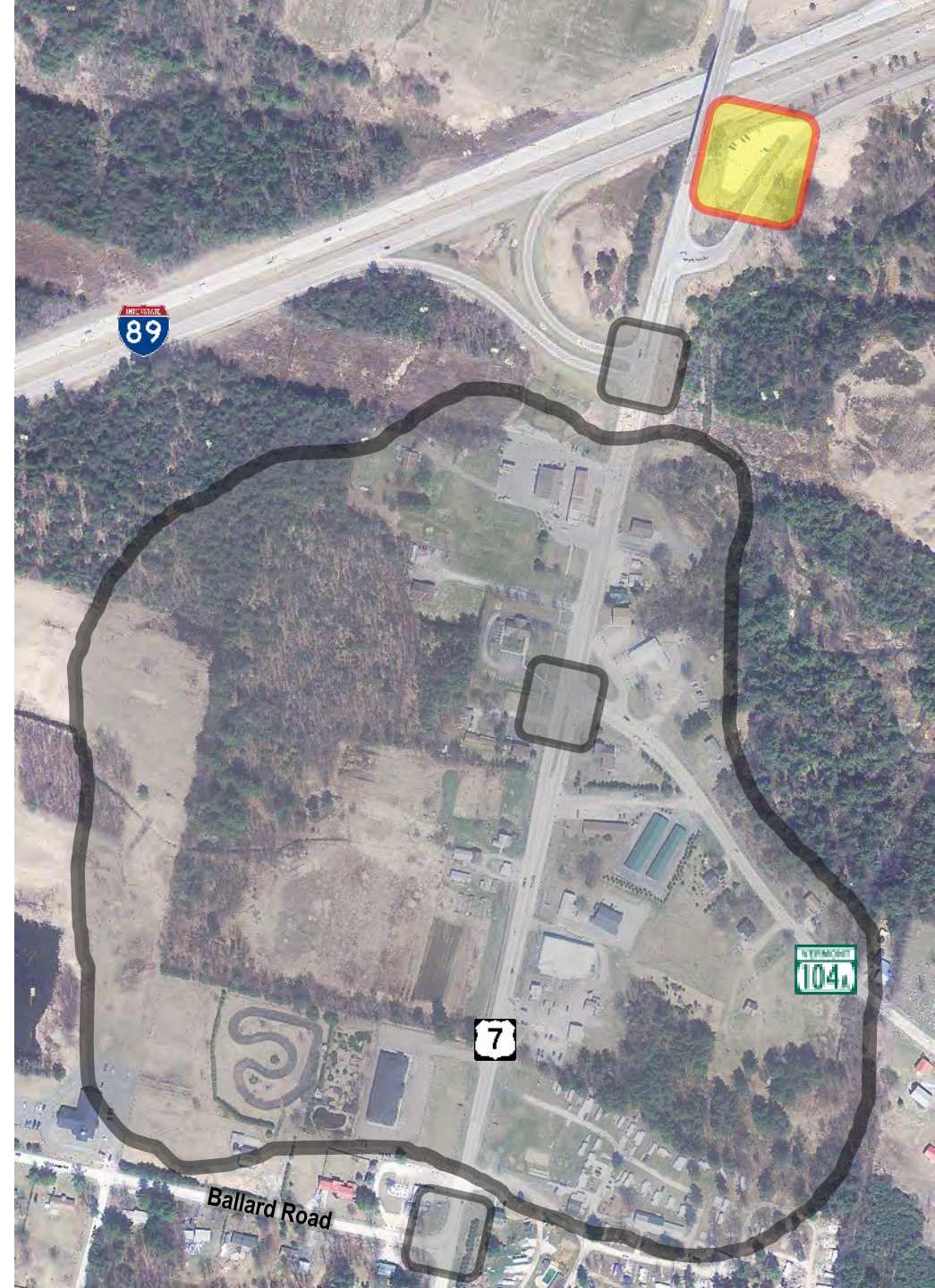
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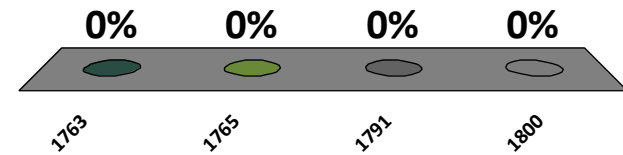
GATHERING YOUR THOUGHTS!

We will be using instant polling to get your preferences on alternatives. If you are having technical difficulties, hopefully we can get them straightened out over the next couple of questions!



WHAT YEAR WAS GEORGIA, VT ESTABLISHED?

- ✓ A. 1763
- B. 1765
- C. 1791
- D. 1800



DO YOU LIVE AND/OR WORK IN GEORGIA?

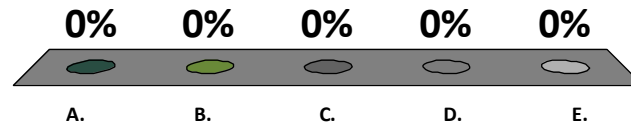
A. I live in Georgia

B. I work in Georgia

C. I live and work in Georgia

D. I commute through Georgia

E. I have no relationship to the project area



DID YOU ATTEND THE FIRST PUBLIC MEETING FOR THIS PROJECT?

A. Yes

B. No



LAND USE & DEVELOPMENT PATTERN ALTERNATIVES

- UNDERLYING PLANNING & REGULATORY GUIDANCE
 - 2009 GEORGIA SOUTH VILLAGE STRATEGIC PLAN
 - 2013 GEORGIA DEVELOPMENT REGULATIONS

The purpose of the South Village Core District is to provide a **concentrated core settlement** of small scale commercial, civic, and residential uses in a **traditional Vermont village setting**. To achieve this, zoning regulations must facilitate the conversion of existing medium density commercial and residential uses with limited pedestrian accessibility to **high density commercial and mixed uses** with a **pedestrian friendly streetscape and a central focal point**, like a village green. A **livable streetscape** where people can walk, gather, and meet comfortably is vital to creating the desired village character in the South Village Core District. A focal point such as a **town green** is important to defining the community's identity and sense of place.



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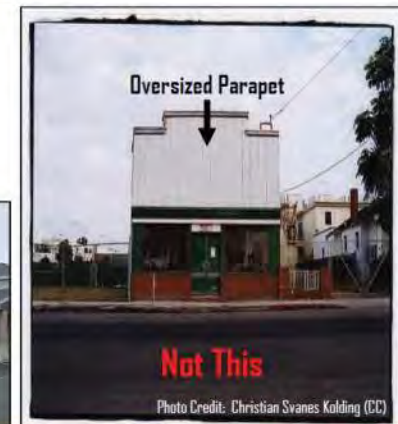
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This building is appropriate for the South Village because it is a 2-story block style building with a flat roof and a detailed cornice. Other good features include architecturally integrated and pedestrian scale signs, a building entrance facing and oriented towards the street and sidewalk, large first story windows, and awnings and planter boxes along the sidewalk.



This building is appropriate for the South Village Core because it is a 2 and 3 story block style building oriented towards the street and sidewalk with a detailed parapet, large first story windows, and an accentuated corner entrance providing public space with benches.



LAND USE & DEVELOPMENT PATTERN ALTERNATIVES

- EXISTING CONDITIONS



LAND USE & DEVELOPMENT PATTERN ALTERNATIVES

- EXISTING CONDITIONS
- ALTERNATIVE 1: VILLAGE CENTER **ALONG** US 7
- ALTERNATIVE 2: VILLAGE CENTER **OFF** US 7



VILLAGE CENTER ON ROUTE 7

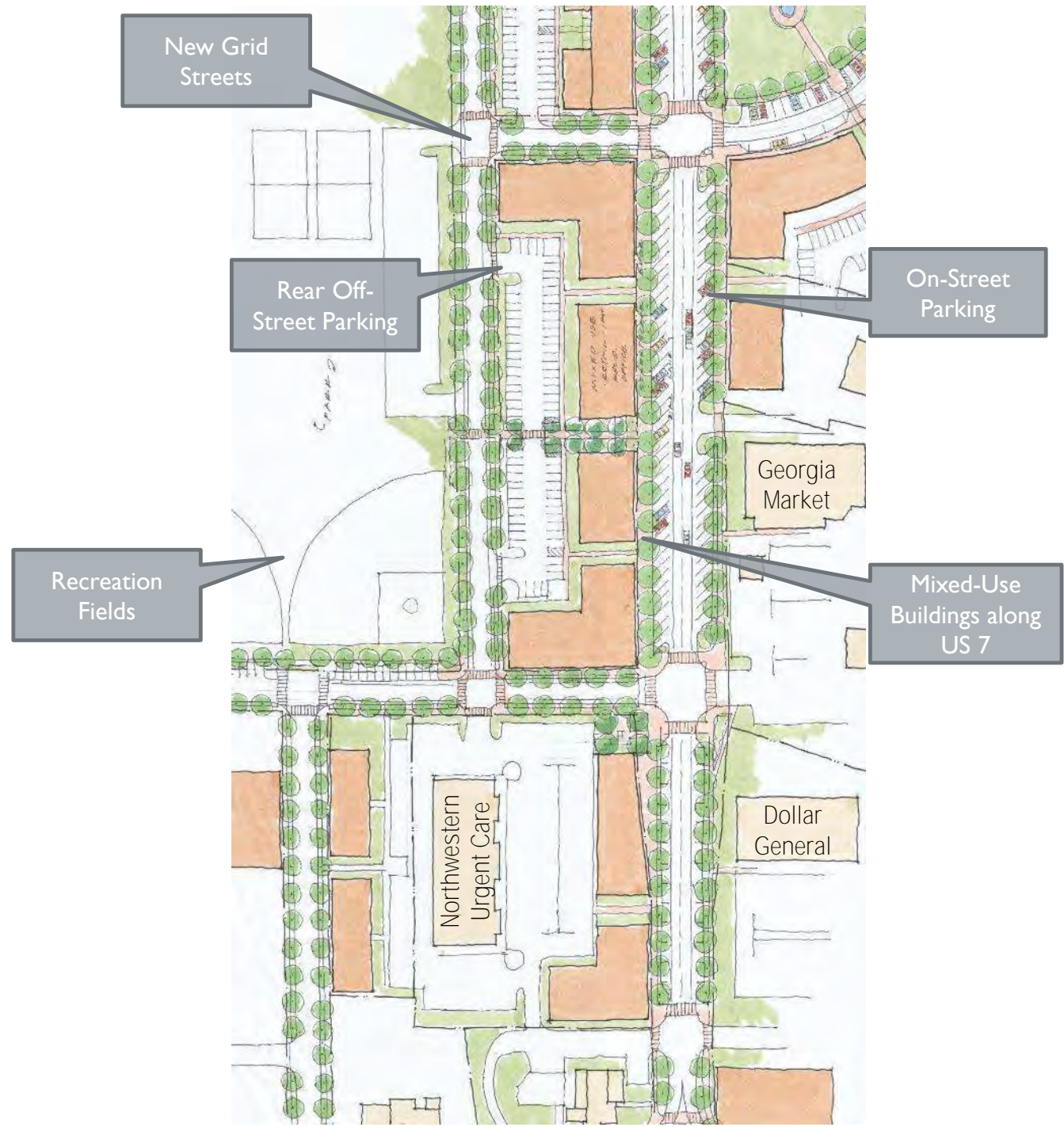
ALTERNATIVE I



VILLAGE CENTER ON ROUTE 7

ALTERNATIVE I

- DEVELOPMENT ALONG US 7
- SLOWER SPEEDS ON US 7
- ON-STREET PARKING ON US 7
- OFF-STREET PARKING ON THE REAR OF BUILDINGS
- SMALLER, FEWER GRID STREETS

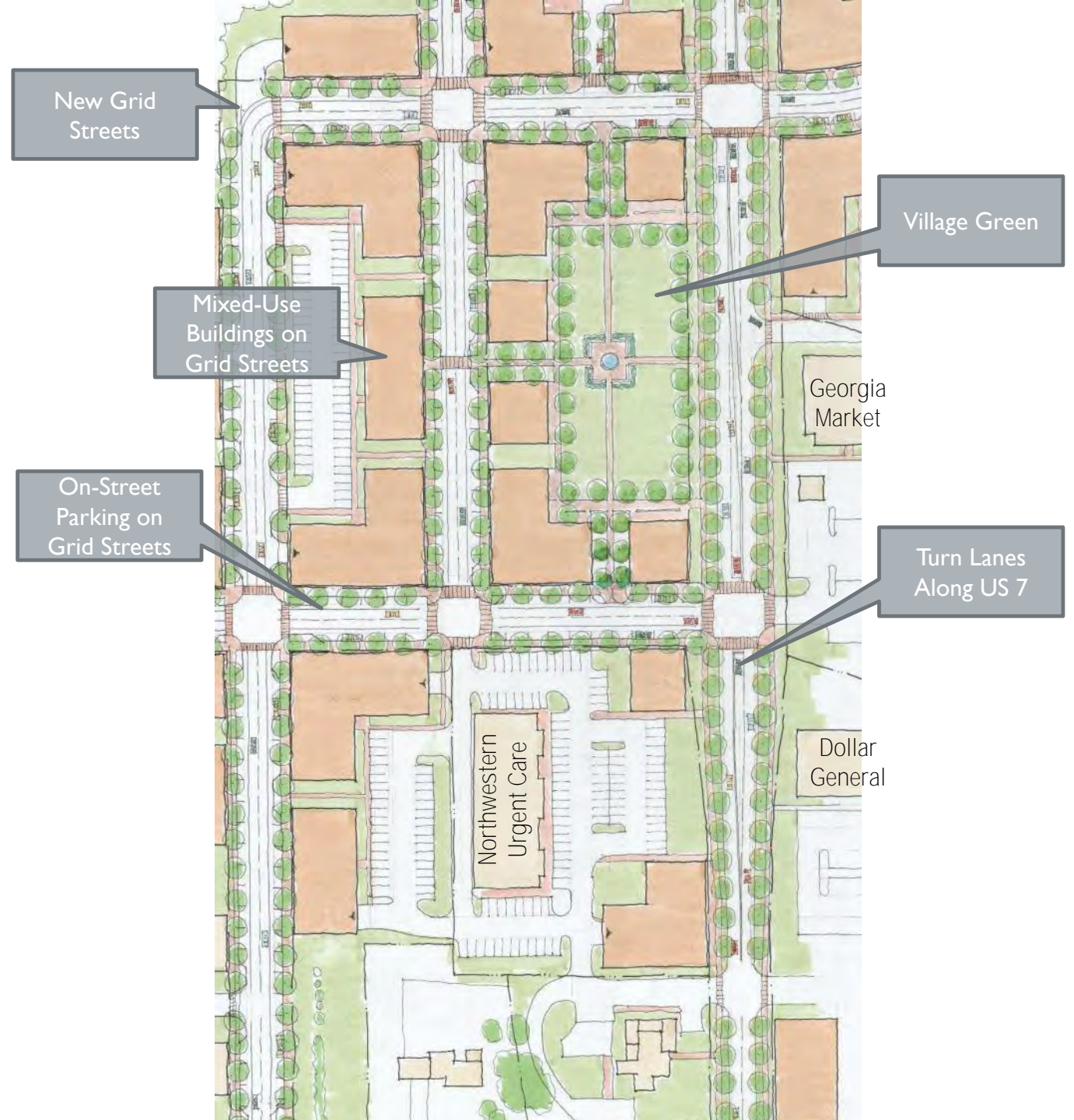




VILLAGE CENTER OFF ROUTE 7

ALTERNATIVE 2

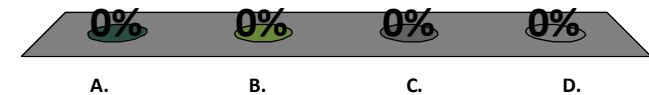
- DEVELOPMENT OFF OF US 7
- FASTER SPEEDS ON US 7
- ON-STREET PARKING ON GRID STREETS
- VILLAGE GREEN ON US 7
- MORE EXTENSIVE GRID STREET NETWORK





DO YOU PREFER LAND USE ALTERNATIVE 1 OR 2?

- A. Alternative 1 – Village on Route 7
- B. Alternative 2 – Village off Route 7
- C. Neither
- D. I'm Not Sure



US 7 AND BALLARD ROAD

ALTERNATIVE I

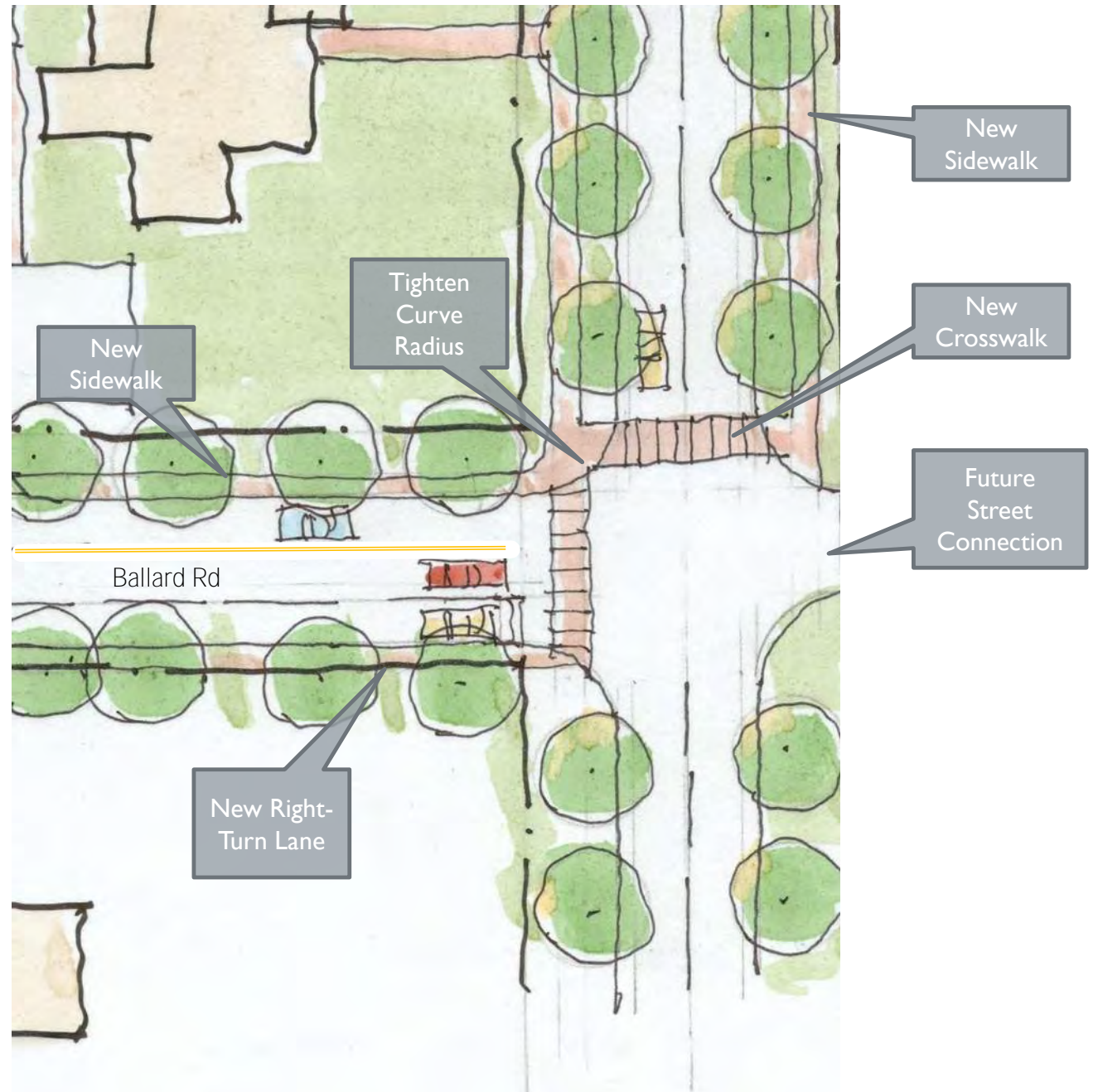
- BASELINE IMPROVEMENTS



US 7 AND BALLARD ROAD

ALTERNATIVE 2

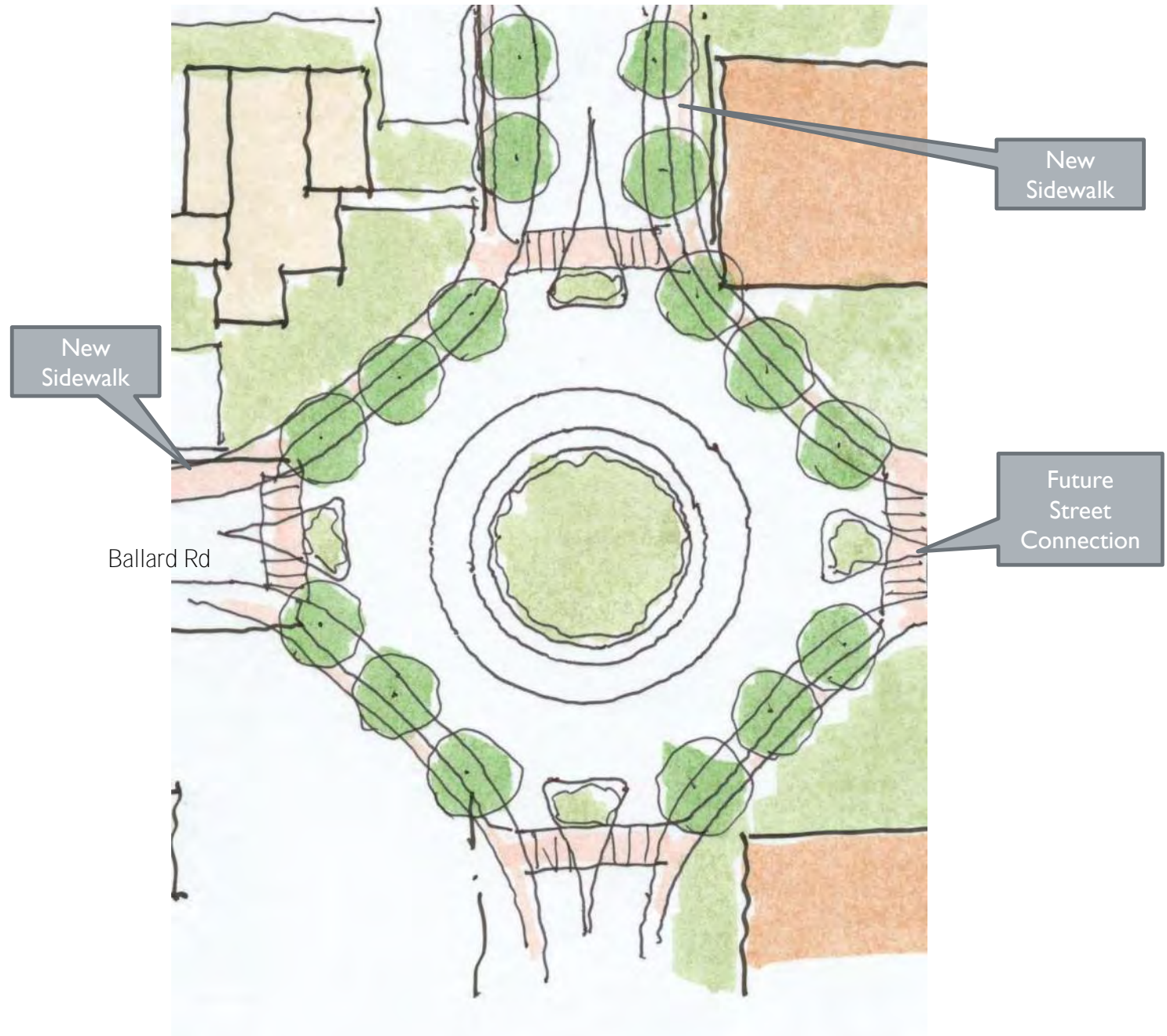
- ENHANCED STOP-CONTROLLED INTERSECTION



US 7 AND BALLARD ROAD

ALTERNATIVE 3

- ROUNDABOUT
- INCREASED CAPACITY
- SLOWER VEHICLE SPEEDS
- PROVIDES GATEWAY FEATURE INTO GEORGIA FROM MILTON
- INTERSECTION DOES NOT CURRENTLY MEET SIGNAL WARRANTS



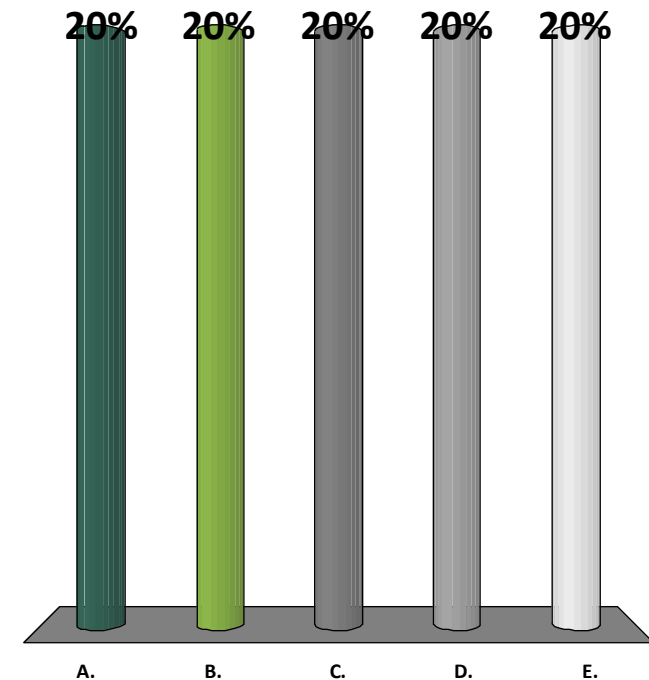


DO YOU PREFER INTERSECTION ALTERNATIVE 1, 2, OR 3?

- A. Alternative 1 – Baseline Improvements
- B. Alternative 2 – Enhanced Stop-Controlled Intersection
- C. Alternative 3 – Roundabout
- D. None of these Alternatives
- E. I'm Not Sure

DO YOU PREFER INTERSECTION ALTERNATIVE 1, 2, OR 3?

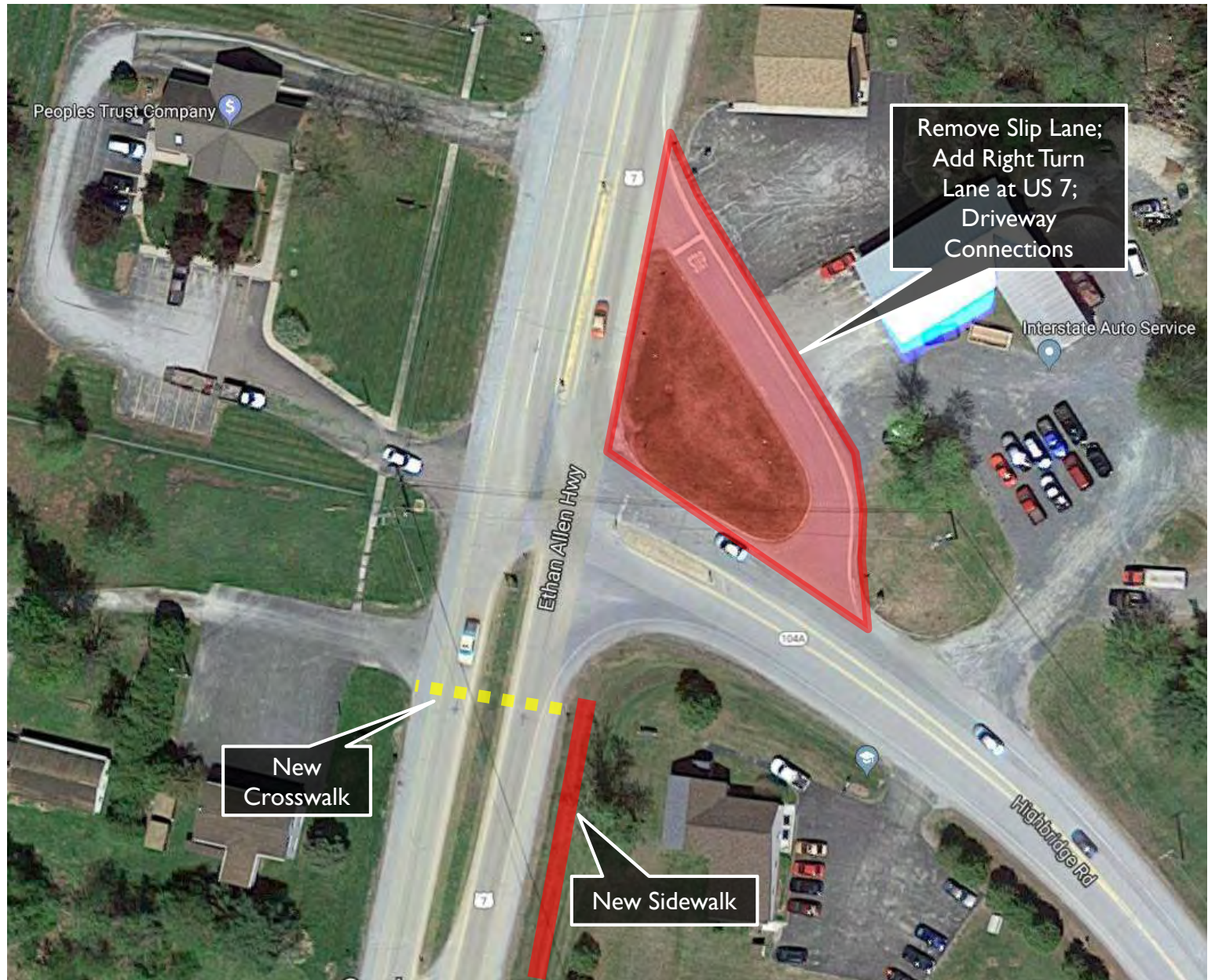
- A. Alternative 1 – Baseline Improvements
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- C. Alternative 3 – Roundabout
- D. None of these Alternatives
- E. I'm Not Sure



US 7 AND VT 104A

ALTERNATIVE I

- BASELINE IMPROVEMENTS
- VT 104A APPROACH OPERATES AT LEVEL OF SERVICE E
- HIGH CRASH LOCATION
- MEETS 4- & 8-HOUR TRAFFIC SIGNAL WARRANTS



US 7 AND VT 104A

ALTERNATIVES 2 & 3

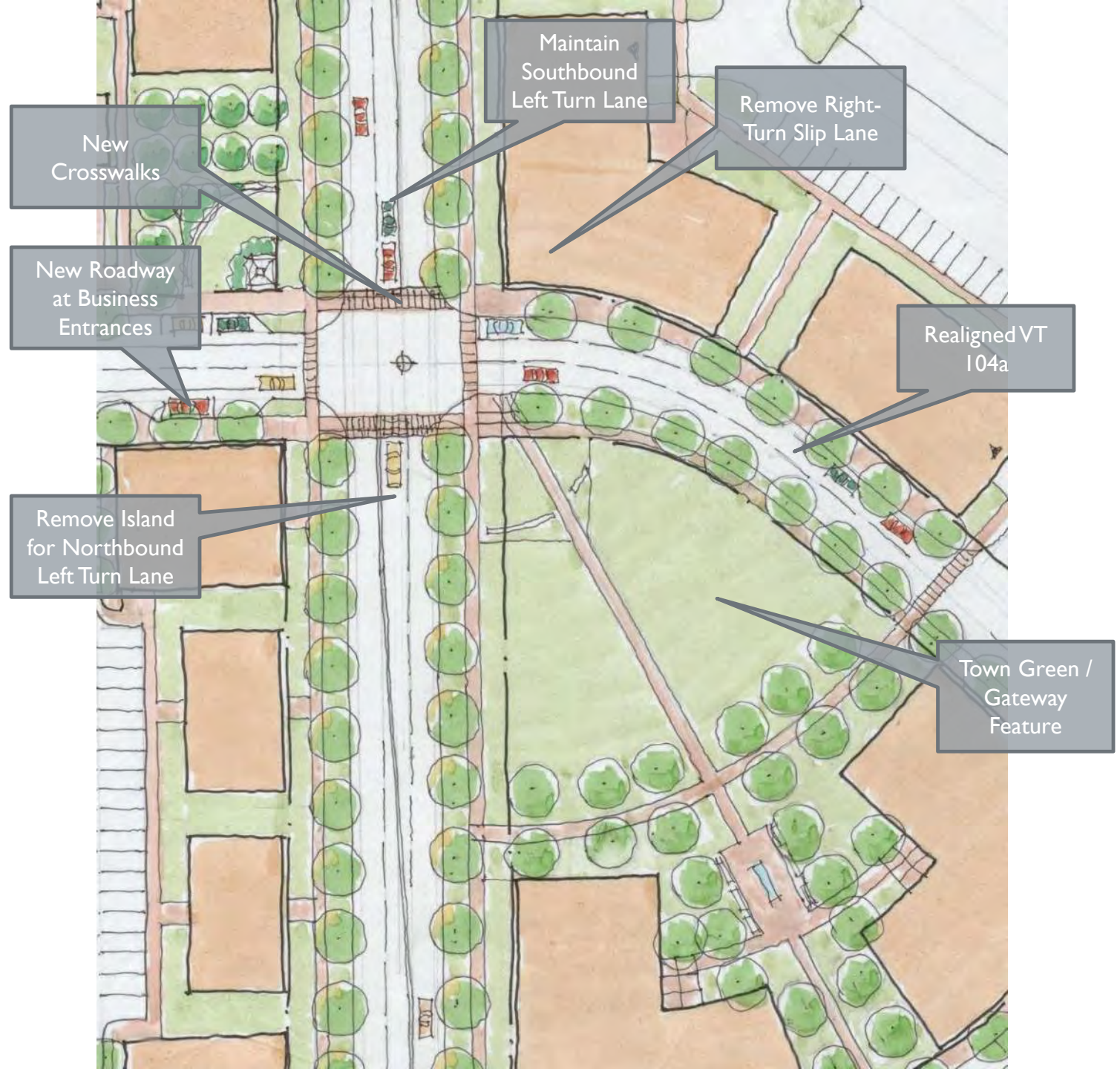
- SIGNAL
- ROUNDABOUT



US 7 AND VT 104A

ALTERNATIVE 2

- SIGNALIZED INTERSECTION
- LEFT TURN LANES ON ALL EXISTING APPROACHES
- REALIGNED VT 104A FOR SINGLE INTERSECTION APPROACH
- OPERATES AT LEVEL OF SERVICE A
- TOTAL DELAY OF 9 SECONDS



US 7 AND VT 104A

ALTERNATIVE 3

- ROUNDABOUT
- OPERATES AT LEVEL OF SERVICE B
- PROVIDES NORTHERN GATEWAY INTO VILLAGE DISTRICT





DO YOU PREFER INTERSECTION ALTERNATIVE 1, 2, OR 3?

- A. Alternative 1 – Baseline Improvements
- B. Alternative 2 – Signalized Intersection
- C. Alternative 3 – Roundabout
- D. None of these Alternatives
- E. I'm Not Sure

US 7 / I-89 NB INTERSECTION

ALTERNATIVE I

- NO BUILD
- MEETS 4- & 8-HOUR TRAFFIC SIGNAL WARRANTS
- HIGH CRASH LOCATION
- I-89 RAMPS OPERATE AT LOS F DURING EVENING PEAK HOUR



US 7 / I-89 NB INTERSECTION

ALTERNATIVE 2

- SIGNALIZE EXISTING INTERCHANGE CONFIGURATION
- ADD RIGHT-TURN LANE ON OFF-RAMP
- I-89 RAMPS OPERATE AT LOS B IN EVENING PEAK HOUR
- INTERSECTION OPERATES AT LOS A IN EVENING PEAK HOUR



US 7 / I-89 NB INTERSECTION

ALTERNATIVE 3

- REALIGN I-89 NB OFF-RAMP TO CONNECT ACROSS FROM SKUNK HILL ROAD
- NEW I-89 NB ON-RAMP OFF OF SKUNK HILL ROAD
- SIGNALIZE NEW 4-WAY INTERSECTION
- I-89 RAMPS OPERATE AT LOS B IN EVENING PEAK HOUR
- INTERSECTION OPERATES AT LOS B IN EVENING PEAK HOUR





DO YOU PREFER INTERSECTION ALTERNATIVE 1, 2, OR 3?

- A. Alternative 1 – No Build
- B. Alternative 2 – Signalized Intersection
- C. Alternative 3 – New Configuration
- D. None of these Alternatives
- E. I'm Not Sure

EXIT 18 PARK & RIDE

ALTERNATIVE I

- NO BUILD
- 42 SPACES
- AVERAGE UTILIZATION – APPROXIMATELY 76%
- GMT TRANSIT SERVICE – I 15 ALBURGH/GEORGIA COMMUTER



EXIT 18 PARK & RIDE

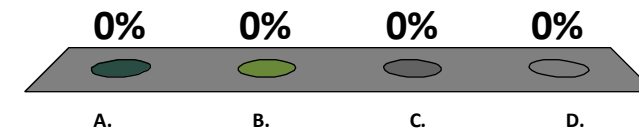
ALTERNATIVE 2

- RELOCATE TO NORTH OF MAPLEFIELDS AND EXPAND
- ACCESS FROM MAPLEFIELDS PARKING LOT



DO YOU PREFER PARK & RIDE ALTERNATIVE 1 OR 2?

- A. Alternative 1 – No Build
- B. Alternative 2 – Relocate and Expand
- C. Neither
- D. I'm Not Sure



NEXT STEPS



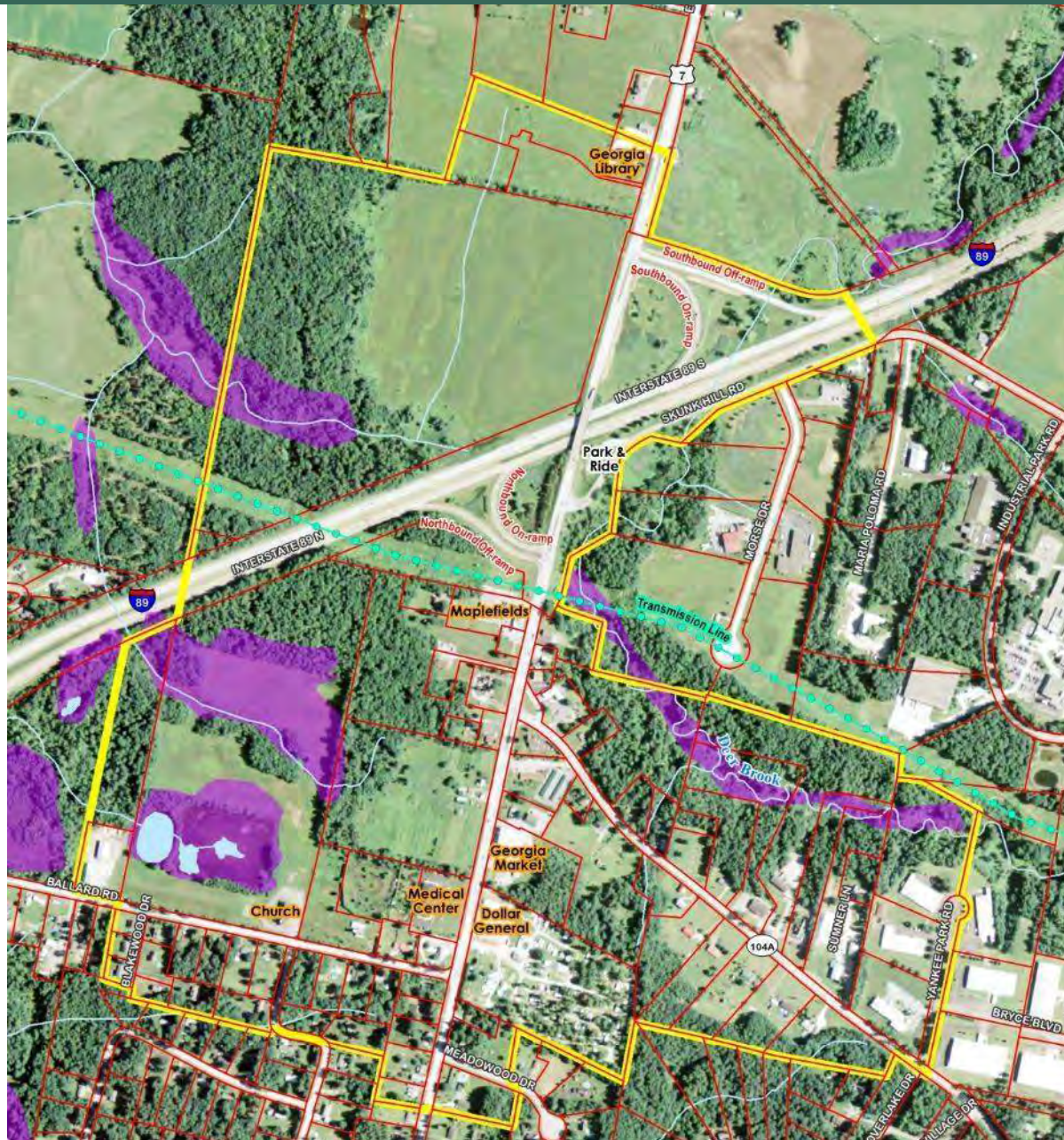
- Develop the Preferred Concept Plan
- Draft Transportation Master Plan
- Final Transportation Master Plan Public Presentation



QUESTIONS?



DON'T FORGET TO RETURN YOUR CLICKERS!



PROJECT AREA



Meeting Notes

Place: Georgia Elementary School

Date: July 25, 2018

Notes Taken by: E. Quallen

Project #: 58025.01

Re: Georgia South Village Transportation Master Plan
Alternatives Presentation Public Meeting

Georgia South Village Transportation Master Plan Alternatives Presentation Public Meeting Notes

Land Use Alternatives

- Alternative 1 (Village Center on US 7) – 4 votes (15%)
- Alternative 2 (Village Center off US 7) – 6 votes (24%)
- Neither – 3 votes (10%)
- Not Sure – 12 votes (51%)

Comments

- Safety Concerns of having parking behind buildings
- Getting pedestrians off US 7 and into a village off US 7 would improve safety for vehicles and pedestrians
- Support for Village Green on US 7 with access from all sides (on and off US 7)

US 7 / Ballard Road Alternatives

- Alternative 1 (Baseline Alternatives) – 3 votes (14%)
- Alternative 2 (Enhanced Stop-Controlled Intersection) – 11 votes (52%)
- Alternative 3 (Roundabout) – 3 votes (14%)
- None – 3 votes (14%)
- Not Sure – 2 votes (10%)

US 7 / VT 104a

- Alternative 1 (Baseline Alternatives) – 0 votes
- Alternative 2 (Signalized Intersection) – 19 votes (54%)
- Alternative 3 (Roundabout) – 12 votes (34%)
- None – 3 votes (9%)
- Not Sure – 1 vote (3%)

Comments

- Short term solution: Widen slip lane to accommodate WB-67 and make all right turns use this lane

40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771
P 802.497.6100

Ref: 58025.01

July 25, 2018

Page 2

- Could 2 southbound lanes be maintained from I-89 NB Ramps to US 7/VT 104a?
- Interaction between the roundabout at 7/104a and a signal at I-89 NB causing congestion?

I-89 NB / US 7 / Skunk Hill Road

- Alternative 1 (No Build) – 2 votes (6%)
- Alternative 2 (Signal at I-89 NB Ramps & Off-Ramp Right Turn Lane) – 9 votes (28%)
- Alternative 3 (Realign I-89 NB Ramps) – 19 votes (60%)
- None – 0 votes
- Not Sure – 2 votes (6%)

Park and Ride

- Overwhelming Support for Alternative 2
- If ramps were to move, this would free up more space north of the transmission lines
- Support for relocation to improve visibility and safety
- Entrance directly off Maplefields could detract business from Georgia Market

Name	Address	Email
David B Vivian Sr	94 Heritage Dr. Georgia	DavidVivianSr@aol.com
Keith McNulty	387 Austin Road, Georgia	Keith.McNulty19@gmail.com
Edward Simon	1058 Georgia Mtn Rd	ed@edsimonvt.com
Roland Sabusiro	PO Box 355 73 Village de Georgia	ksab@att.net
Todd Cadieux	694 Bullock Rd Georgia VT 05468	roadforeman@townofgeorgia.co
Steven Lamos	235 Plains Rd, Georgia	Steven.Lamos@comcast.net
Amber Baker	321 Plains Rd Georgia	treasurer@townofgeorgia.com
Keith Baker	321 Plains Rd, Georgia	georgiavtfirechief@gmail.com
MARK HAMELIN		VHP
Carl Rosquist	33 Carpenter Hll Rd.	carlrosquist@hotmail.com
Dee McGrath	256 Musket Cir, Georgia, VT	mcgrathst@gmail.com
C Carroll	622 Nottingham DR	CThomasCarroll@gmail.com
Nicholas Stanonis	147 Industrial Park Rd, Georgia	nicholas.Stanonis@petrigo.com
LINDA ESPOSITO	744 Waller Rd Georgia VT	linda.esposito@gmail.com
Mark Esposito	744 Waller Rd Georgia, VT	mark.esposito@gmail.com
David Burner	2504 Highbridge Rd.	DB.IAS@aol.com
Tim BLAIR	1050 ETHAN ALLEN Hwy Georgia, 05454	TSB@GPARTS.COMCASTBIZ.NET
Mark Bolt	4265 Highbridge Rd, Georgia	markboltvt@gmail.com
John Rainville	1624 High Bridge Rd	John Rainville
Suz Brown	190 Smitty Bk Georgia	Suz.brown99@yahoo.com
Kent Henderson	81 Town Common Rd So.	hugamos@comcast.net
Nancy Volatile-Wood	7348 Ethan Allen Hwy	vwcom@comcast.net
Barb Dow	108 Georgia Mtn. Rd.	bbdow@comcast.net
DAVE LEBLANC	150 Old Stage Rd.	dleblanc003@gmail.com
Cindy Lang	863 Ethan Allen Hwy Georgia	ckjdlang@comcast.net
gretchen grinn	1456 Shuck Hill Rd., Georgia	ggrinn28@gmail.com
Carolyn Weber	375 Waller Road, Georgia	webers4@comcast.net
Patsy Wren	275 Waller Rd Georgia	"
Charles Cross	185 Ballard Rd.	Charlescross12@Comcast.net

GEORGIA SOUTH VILLAGE TRANSPORTATION MASTER PLAN

VTRANS REVIEW MEETING



NOVEMBER 29, 2018

AGENDA

Project Team Introductions

Review of Scope and Schedule

Project Background

Existing Conditions

Alternatives Evaluation

Proposed Improvements

Next Steps

PROJECT TEAM



- Michael McCarthy
- Georgia Bilodeau
- Steve Lamos
- Rick Nye



- Taylor Newton
- Bethany Remmers



- Amy Bell
- Chris Clow, P.E.
- Peter Pochop
- Jim Cota



- David Saladino, P.E. , AICP
- Mark Hamelin, CLARB Certified, PLA, ASLA
- Erica Quallen, E.I.T.
- Lucy Thayer, PLA, ASLA



- Brandy Saxton, AICP

Project Kick-Off

February 7th, 2018

Existing Conditions Assessment

February – March

Public Meeting #1

April 9th

Steering Committee Meeting #2

April 30th

Draft Concept Plan/Design Alternatives

April – May

Steering Committee Meeting #3

June 20th

Public Meeting #2

July 25th

Preferred Concept Plan

July - September

Steering Committee Meeting #4

September 25th

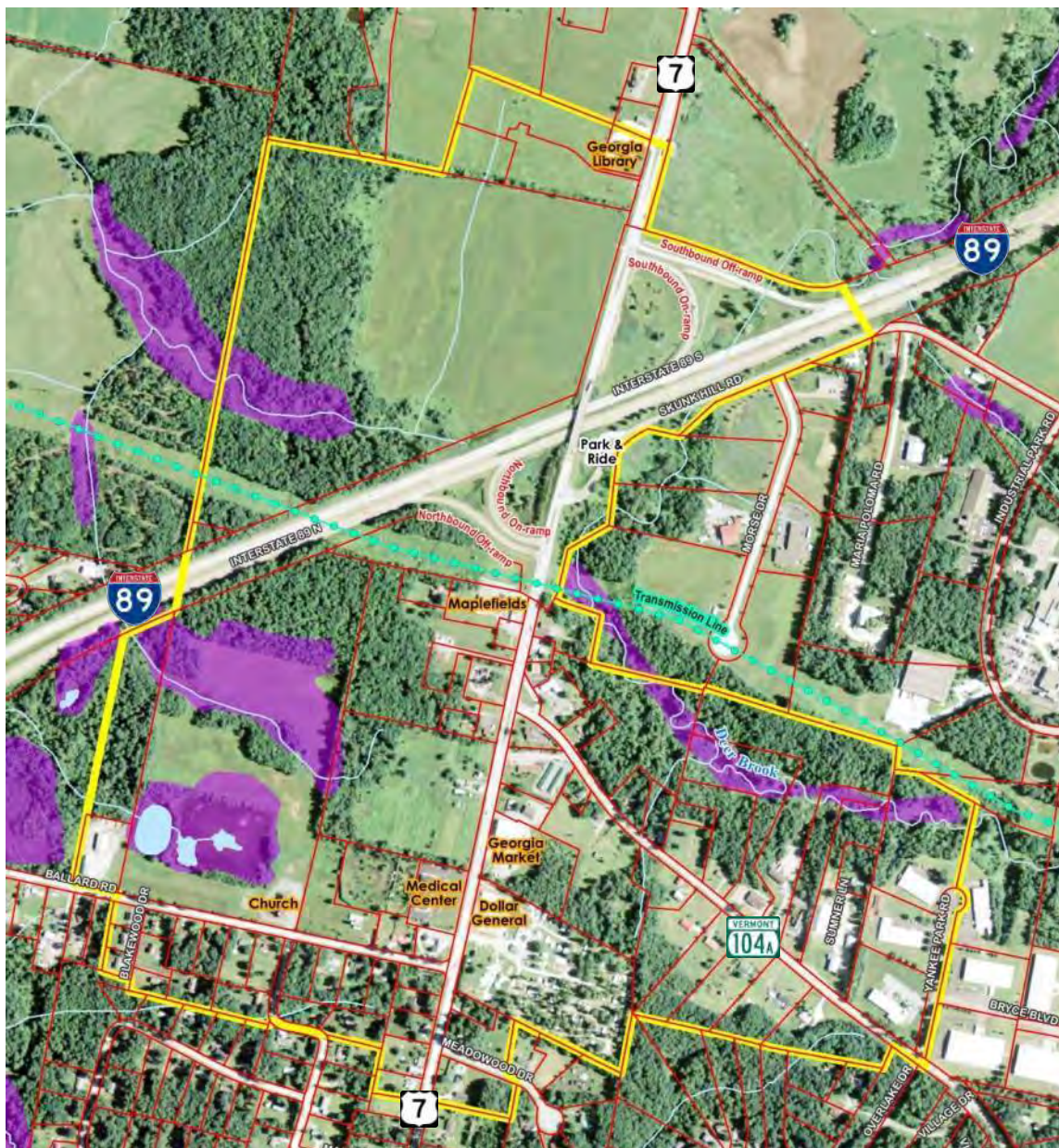
Draft and Final Master Plan

January - March

Public Presentation of Master Plan

February 2019

SCOPE AND SCHEDULE



PROJECT AREA

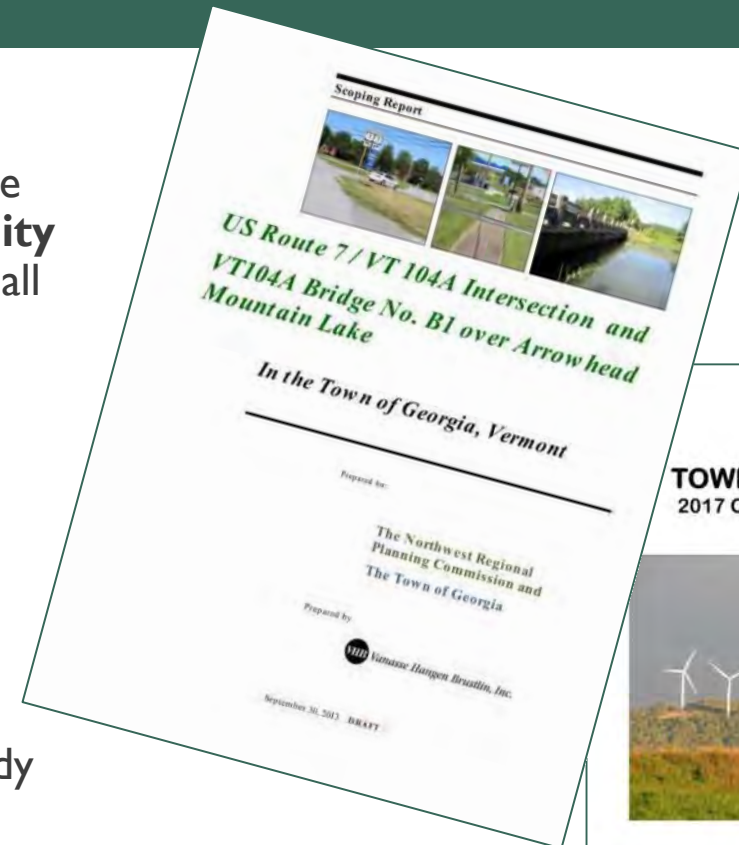
PROJECT BACKGROUND

■ Project Goals

- Create a transportation master plan for the Georgia South Village to encourage **dense future development**, improve **accessibility** for all modes of transportation, and provide a **livable** village for all people.

■ Past Studies and Plans

- 2005 Historic Village and Town Center Water Supply and Wastewater Feasibility Study
- 2006 Economic Feasibility Study
- 2009 Georgia South Village Strategic Plan
- 2012 Georgia South Village Bicycle and Pedestrian Feasibility Study
- 2013 US Route 7/VT Route 104A Intersection Scoping Study
- 2013 Georgia Development Regulations
- 2017 Town of Georgia Comprehensive Municipal Plan



TOWN OF GEORGIA, VERMONT 2017 COMPREHENSIVE MUNICIPAL PLAN



Photo Credit: Suzanna Brown

Adopted by the Georgia Selectboard
January 9, 2017

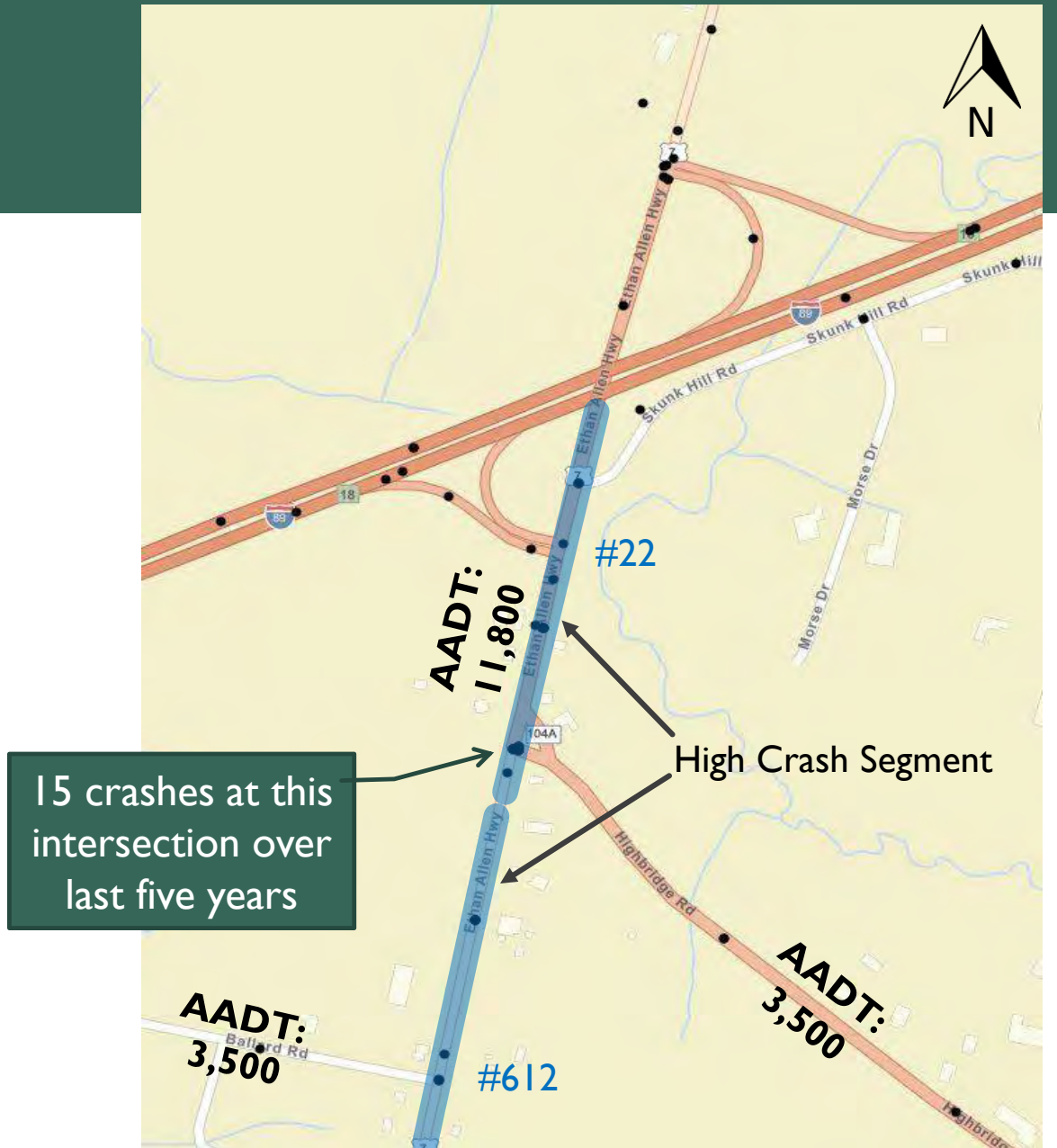
EXISTING CONDITIONS

Traffic Data

- AADT varies between 3,500 – 11,800 vehicles per day within the study area

Safety Analysis

- Two VTrans High Crash Segments along US 7
 - Total 35 crashes
- 90 Project Area Crashes
 - 14% rear end crashes
 - 26% crashes at intersections
 - 18% resulting in injury



EXISTING CONDITIONS

Traffic Warrants

- Signal warrants met for 8-hour and 4-hour vehicular volumes at the following intersections:
 - US 7 and I-89 NB Ramps
 - US 7 and VT I04A
- Left Turn Lane warranted
 - US 7 and I-89 NB and SB Ramps
 - US 7 and VT I04A

Park & Ride

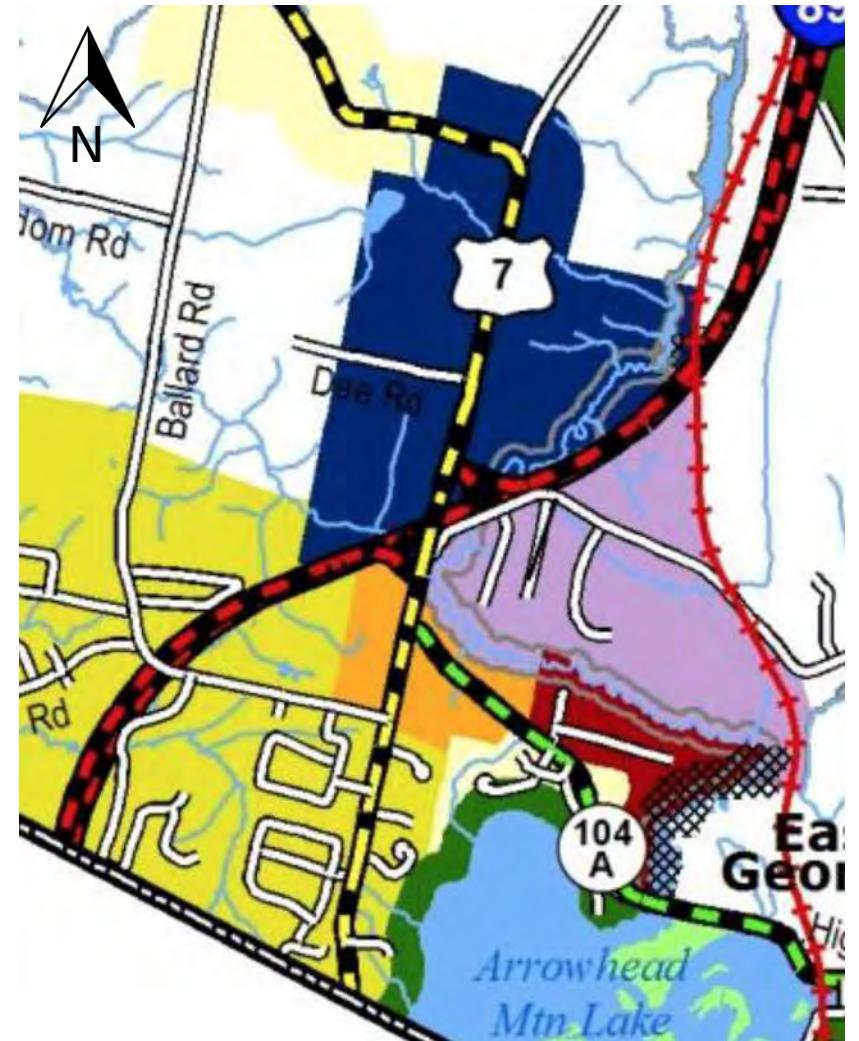
- 42 spaces
- Average utilization – approximately 76%
- GMT Transit Service – I 15 Alburgh/Georgia Commuter
 - Requires advance pick-up request on weekdays



EXISTING CONDITIONS

Land Use - South Village Core District

- District created in 2009
- Allowed uses
 - Residential, retail, service, office, lodging, light industry
- Dimensional standards – village development pattern
 - No minimum lot size or maximum density
 - No to shallow setbacks
 - 20,000 sf max building footprint
 - 2-story minimum building height
- Lack of public water & wastewater service critical limiting factor with future development



PUBLIC OUTREACH

Local Concerns Meeting

- April 9, 2018
- Review of Existing Conditions
- Focus Group Sketches of Village

Alternatives Presentation

- July 25, 2018
- Live voting on Alternatives



ALTERNATIVES EVALUATION

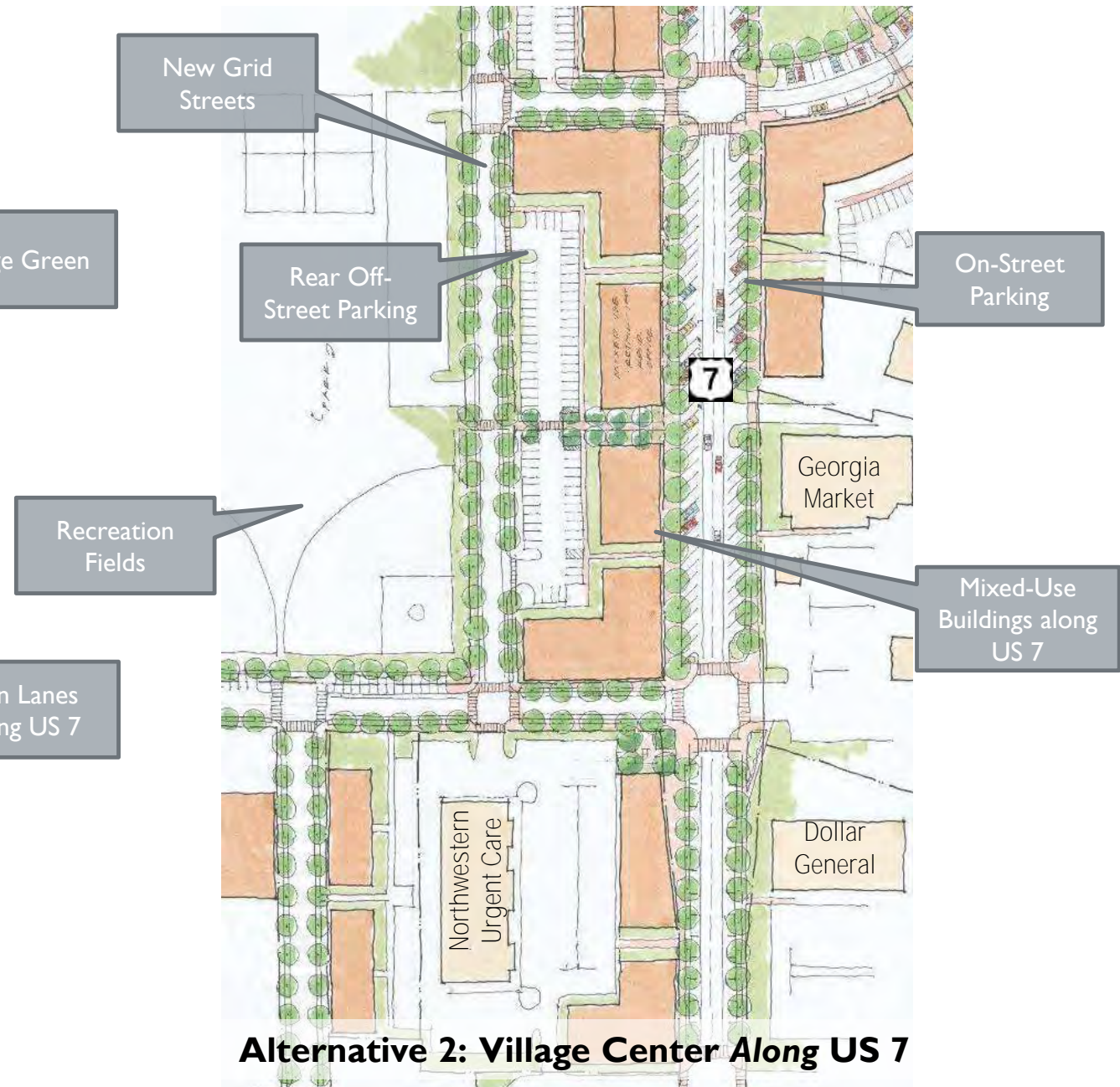
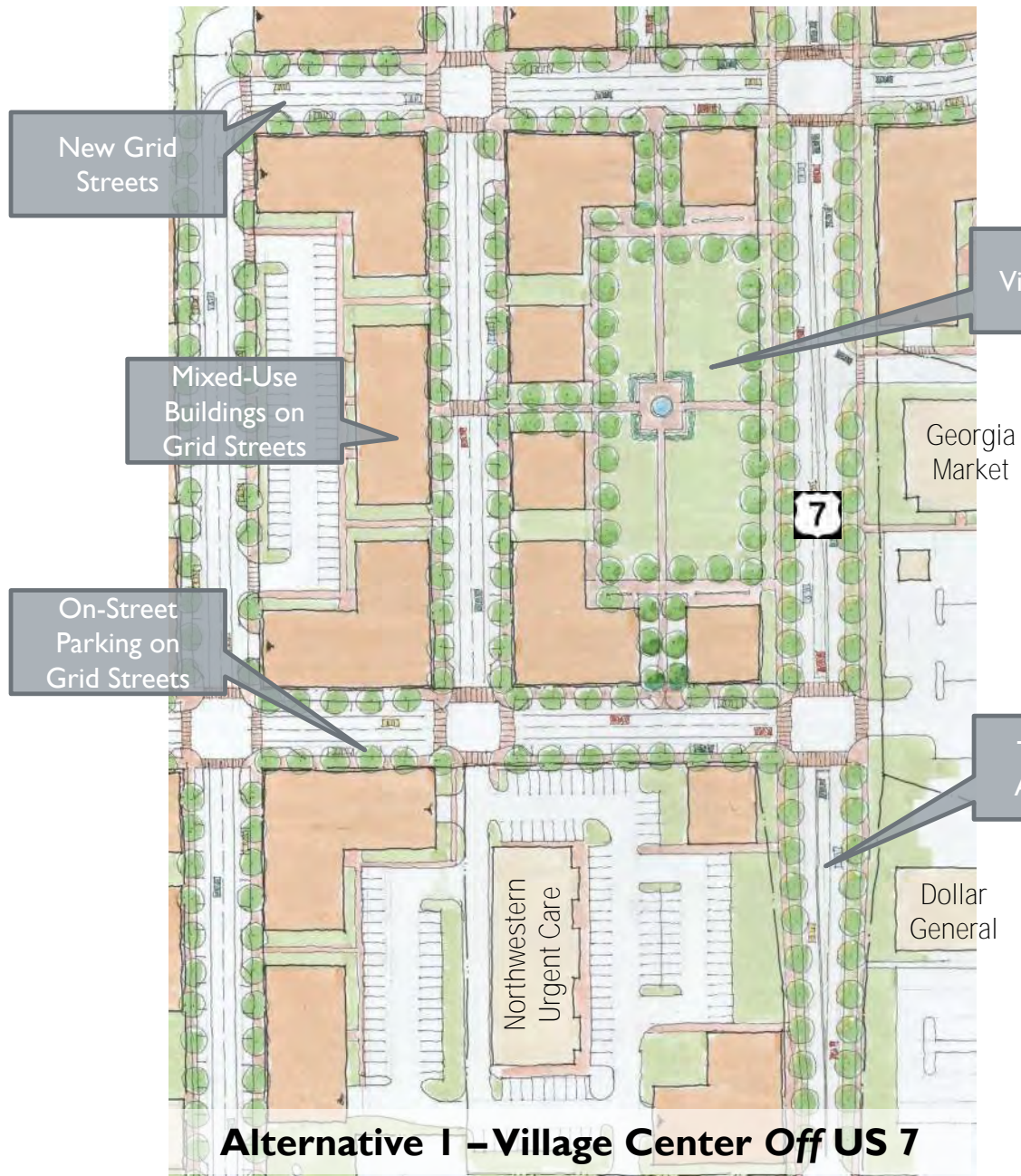
- **Baseline Improvements**
- Village Alternatives
 - Land Use and Development Pattern
 - US 7 / Ballard Road Intersection
 - US 7 / VT 104A Intersection
 - Exit 18 Interchange
 - Park & Ride Lot



ALTERNATIVES EVALUATION

- Base Improvements
- Village Alternatives
 - Land Use and Development Pattern
 - US 7 / VT 104A Intersection
 - Exit 18 Interchange
 - Park & Ride Lot





New Grid
Streets

New Grid
Streets

Mixed-Use
Buildings on
Grid Streets

On-Street
Parking on
Grid Streets

Village Green

Village on US 7 – 4 votes

Drop Off
Street Parking

On-Street
Parking

Village off US 7 – 6 votes

Recreation
Fields

Neither – 3 votes

Turn Lanes
Along US 7

Not Sure – 12 votes

Georgia
Market

Mixed-Use
Buildings along
US 7

Northwestern
Urgent Care

Dollar
General

Alternative 1

Northwestern
Urgent Care

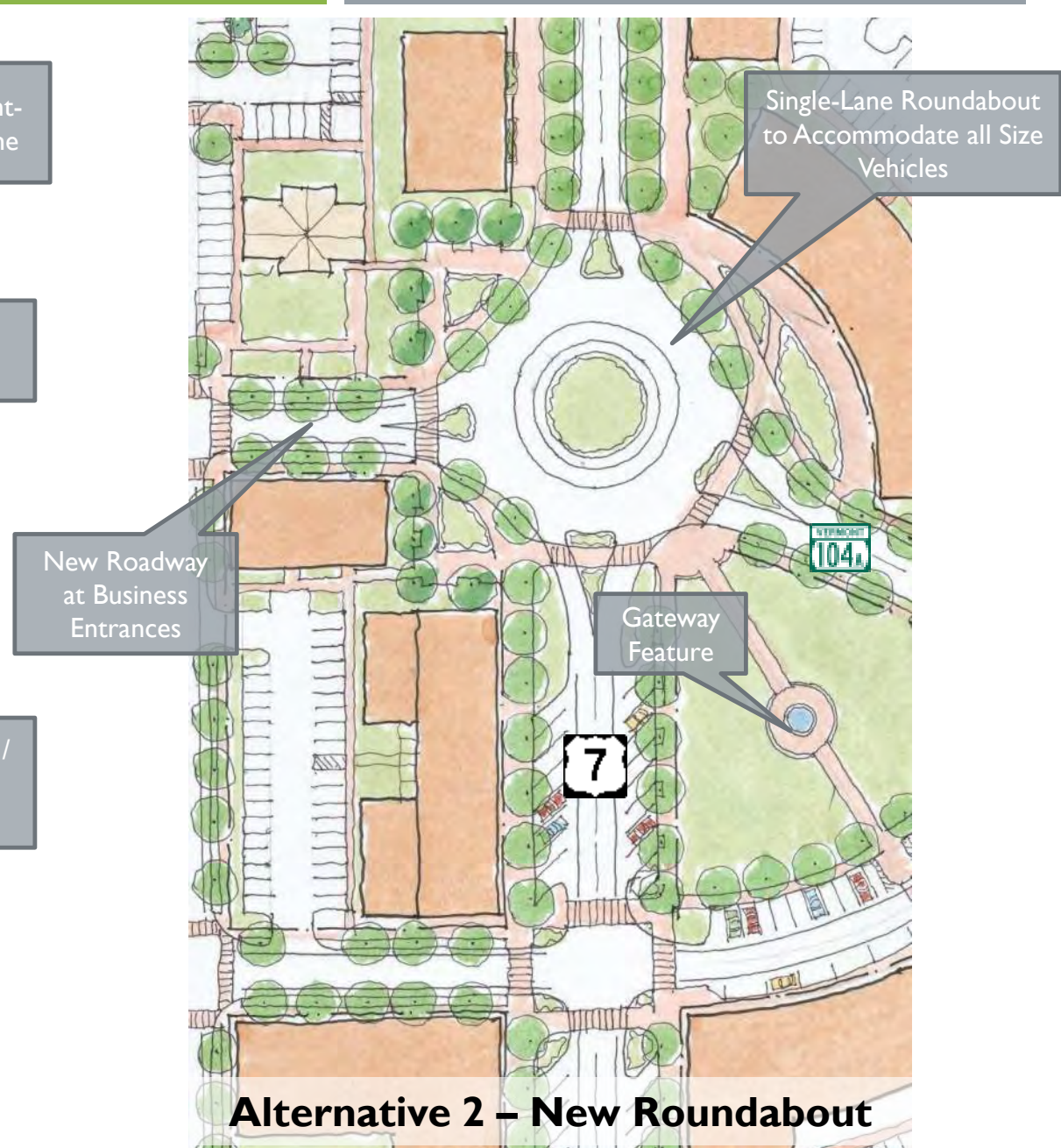
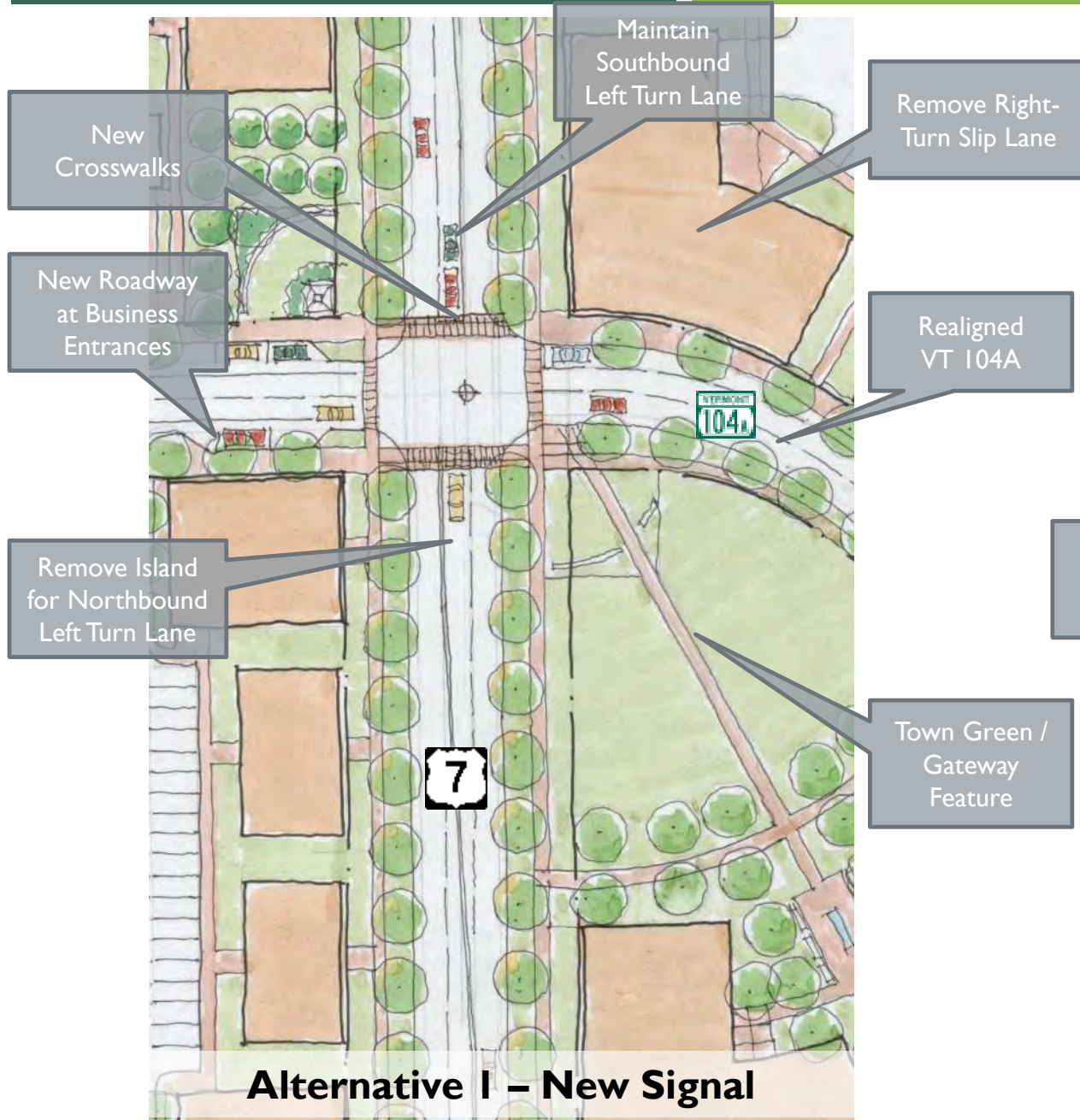
Dollar
General

Alternative 2

ALTERNATIVES EVALUATION

- Base Improvements
- Village Alternatives
 - Land Use and Development Pattern
 - US 7 / VT 104A Intersection
- Exit 18 Interchange
- Park & Ride Lot

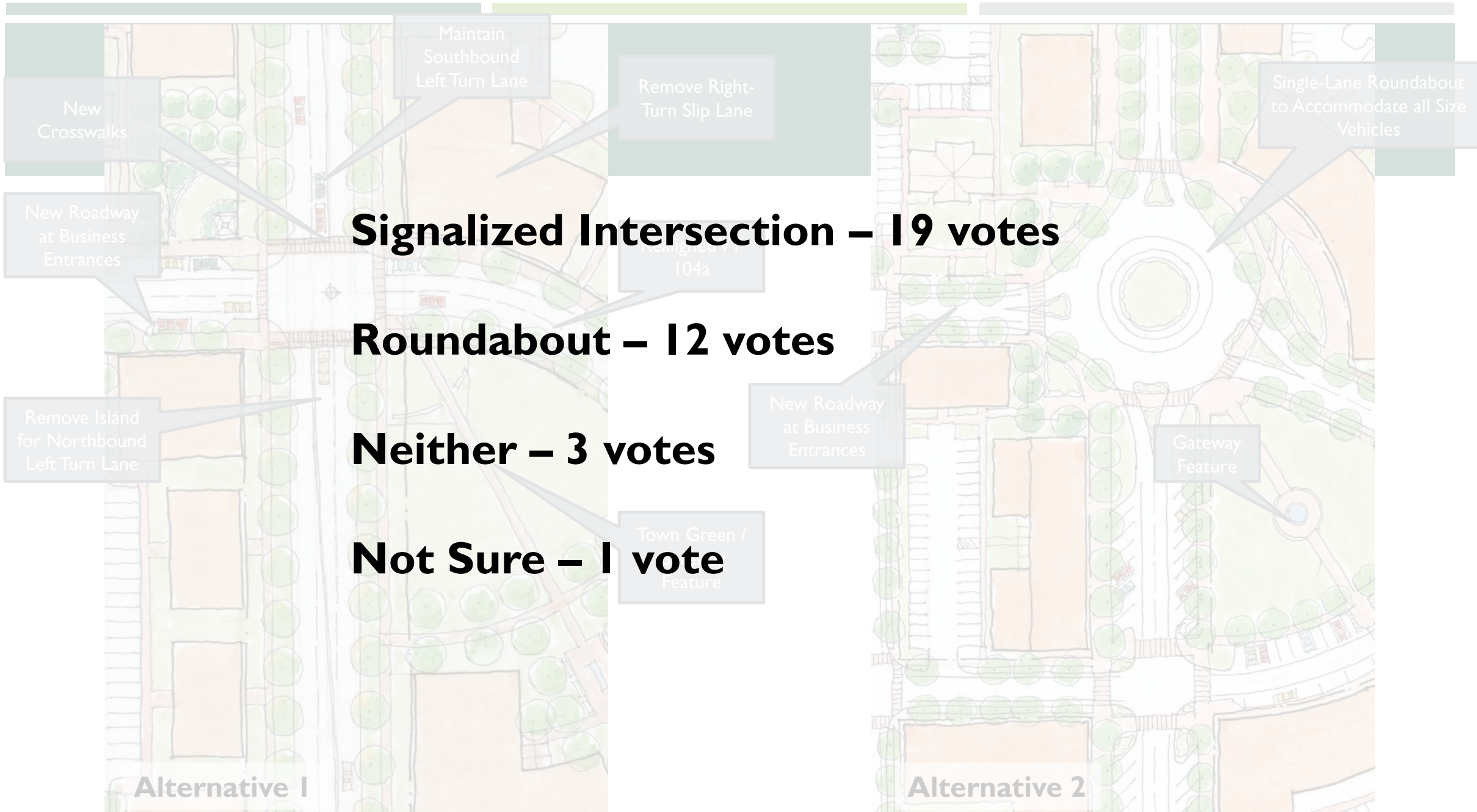




ALTERNATIVES EVALUATION

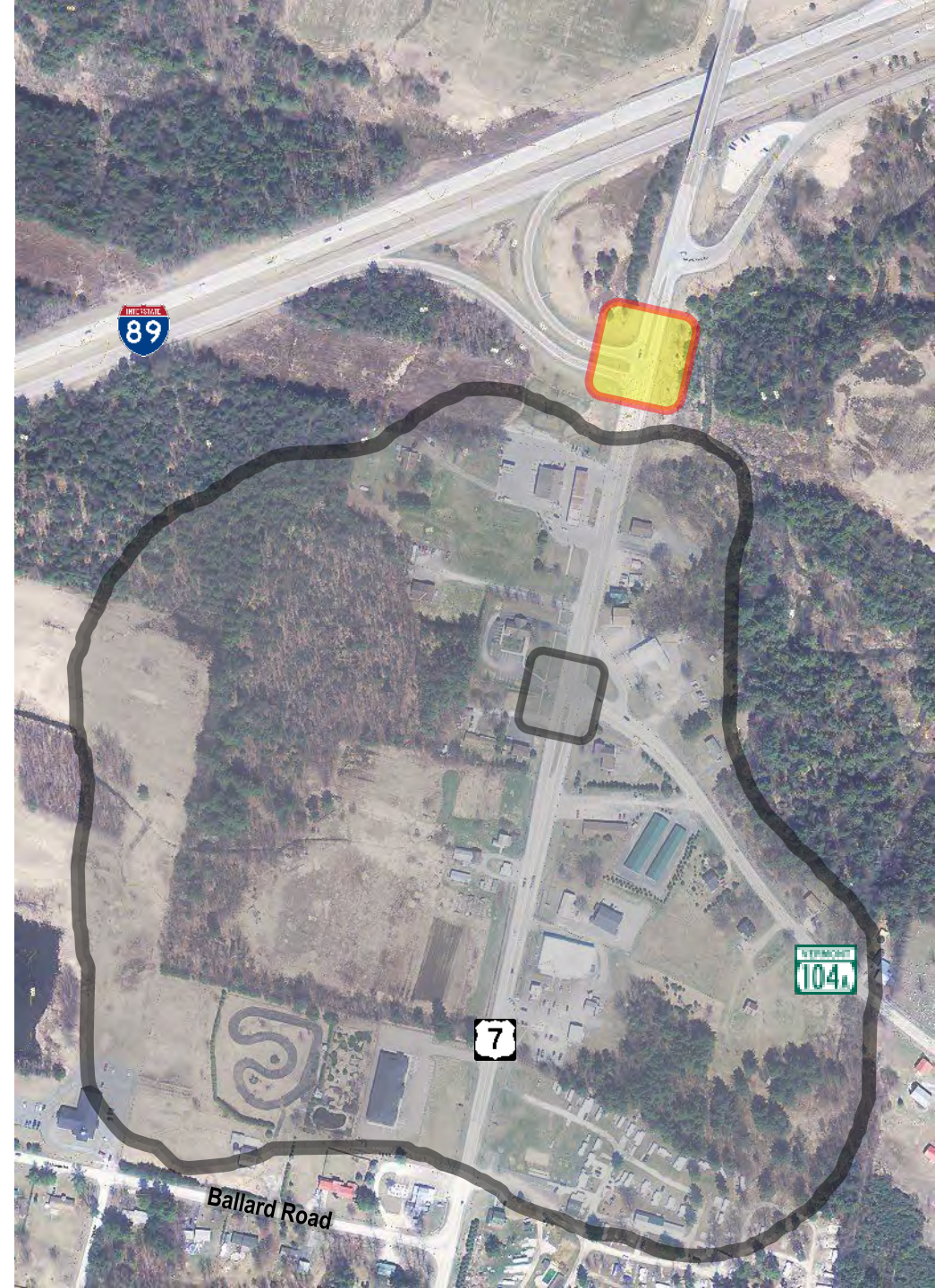
US 7/VT 104A CONGESTION ANALYSIS

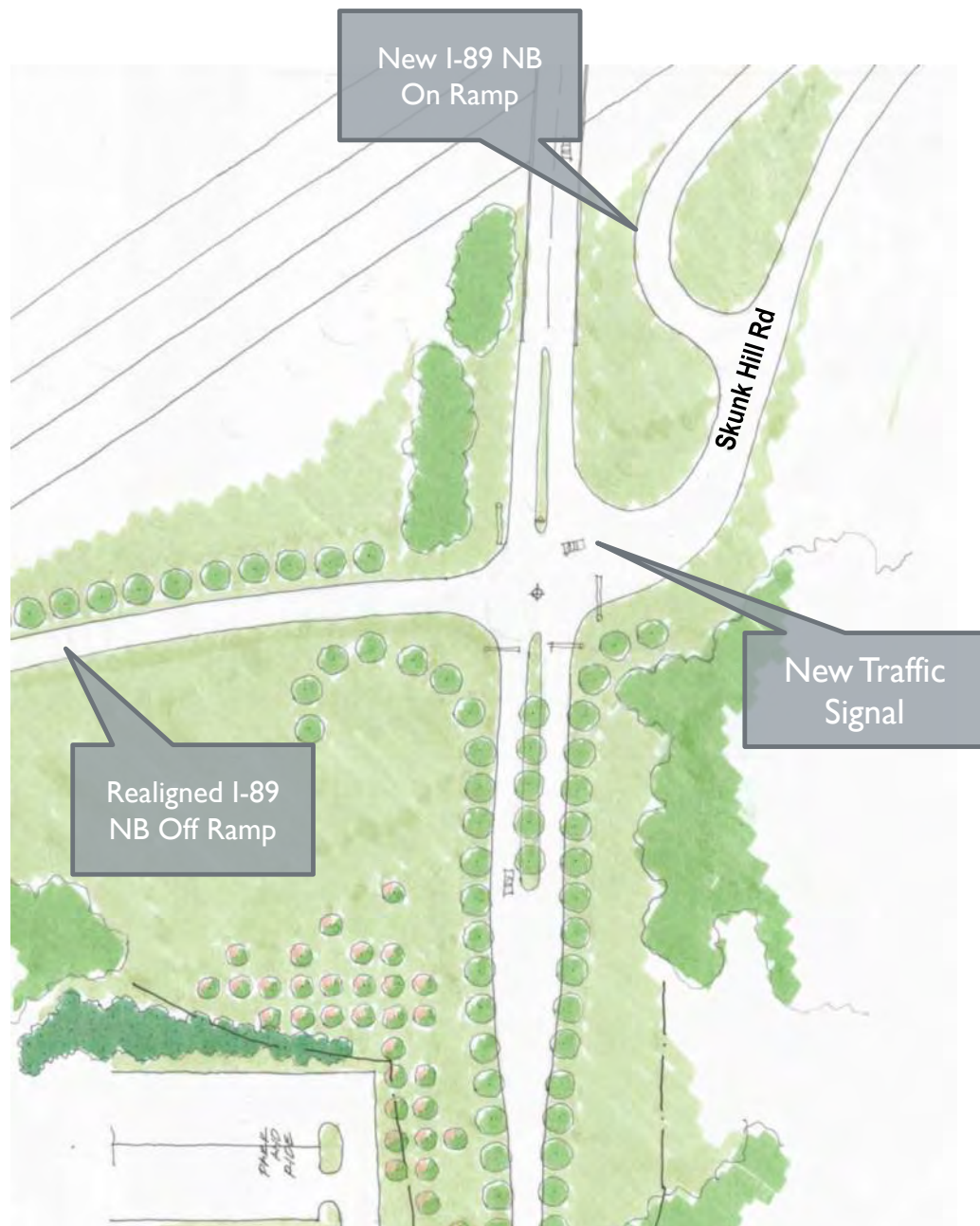
Time Period	No Build	Signalized Intersection	Roundabout
2026 Weekday Morning Peak Hour	<u>Overall</u> : LOS D <u>VT 104A</u> : LOS F , 73s delay	<u>Overall</u> : LOS B , 16s delay <u>VT 104A</u> : LOS C , 22s delay	<u>Overall</u> : LOS A , 7.6s delay <u>VT 104A</u> : LOS B , 11.2s delay
2026 Weekday Evening Peak Hour	<u>Overall</u> : LOS C <u>VT 104A</u> : LOS F , 305s delay	<u>Overall</u> : LOS A , 9s delay <u>VT 104A</u> : LOS B , 14s delay	<u>Overall</u> : LOS A , 6.5s delay <u>VT 104A</u> : LOS A , 7.1s delay



ALTERNATIVES EVALUATION

- Base Improvements
- Village Alternatives
 - Land Use and Development Pattern
 - US 7 / VT 104A Intersection
 - Exit 18 Interchange
- Park & Ride Lot

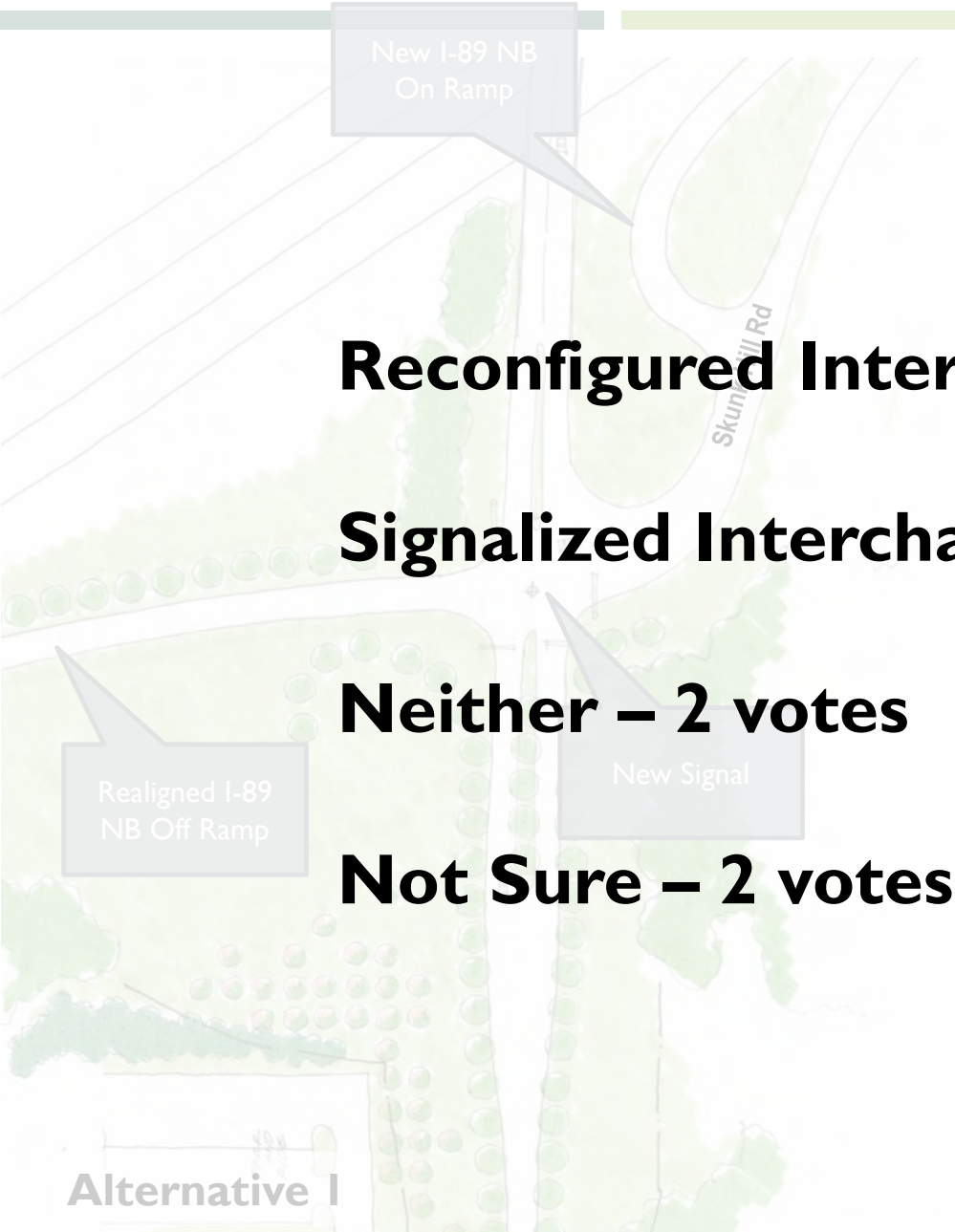




Alternative 1 – New Off-Ramp Alignment + Signal



Alternative 2 – New Signals + Turn Lanes



New I-89 NB
On Ramp

Reconfigured Interchange – 19 votes

Signalized Interchange – 9 votes

Neither – 2 votes

Not Sure – 2 votes

Realigned I-89
NB Off Ramp

New Signal

Alternative 1



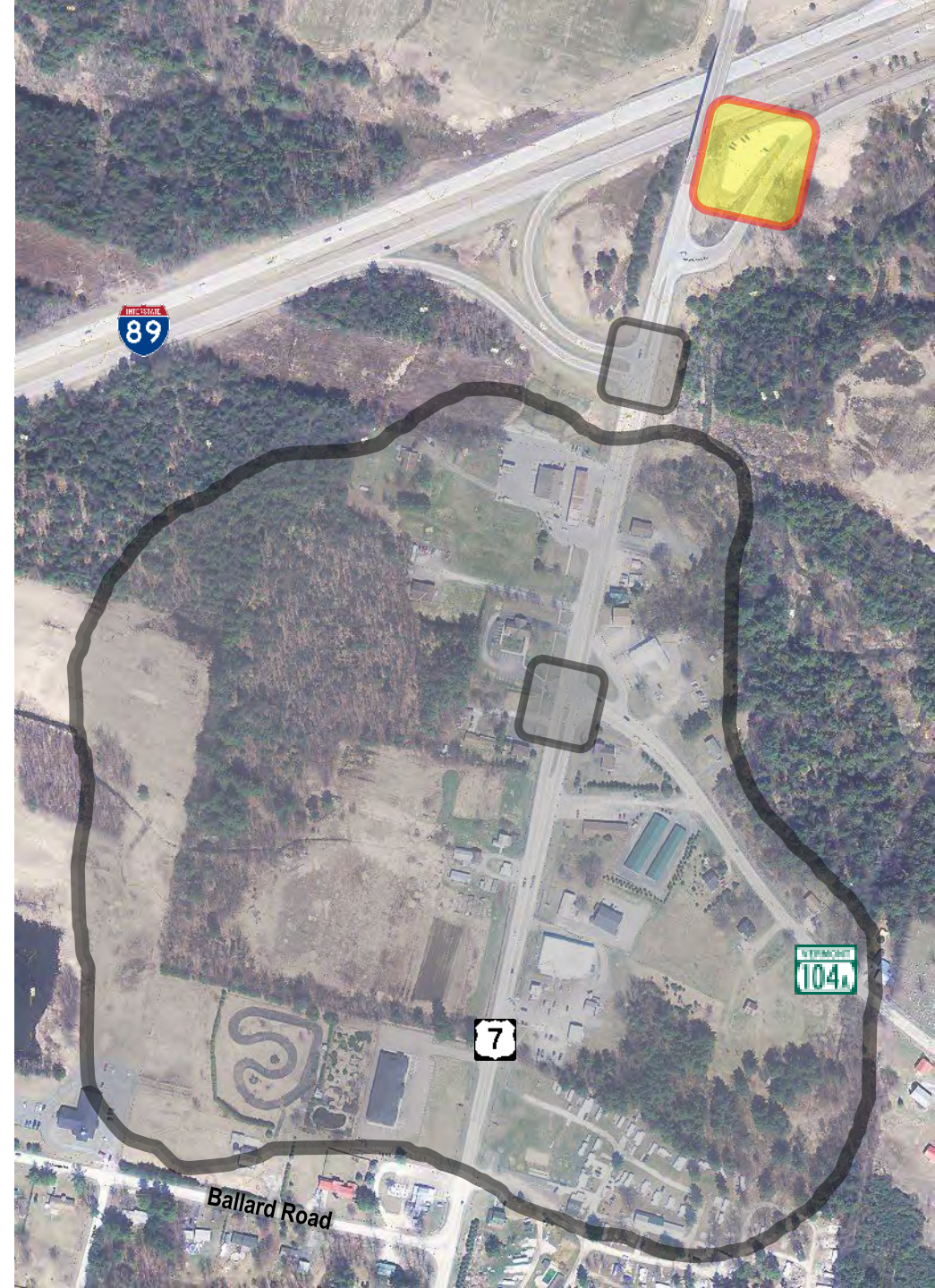
New Traffic
Signal

New Right-
Turn Lane

Alternative 2

ALTERNATIVES EVALUATION

- Base Improvements
- Village Alternatives
 - Land Use and Development Pattern
 - US 7 / VT 104A Intersection
 - Exit 18 Interchange
 - Park & Ride Lot



Preferred Concept Plan



LEGEND	
	Existing Building
	Potential Building
	Potential Public Street
	Parcel Boundary

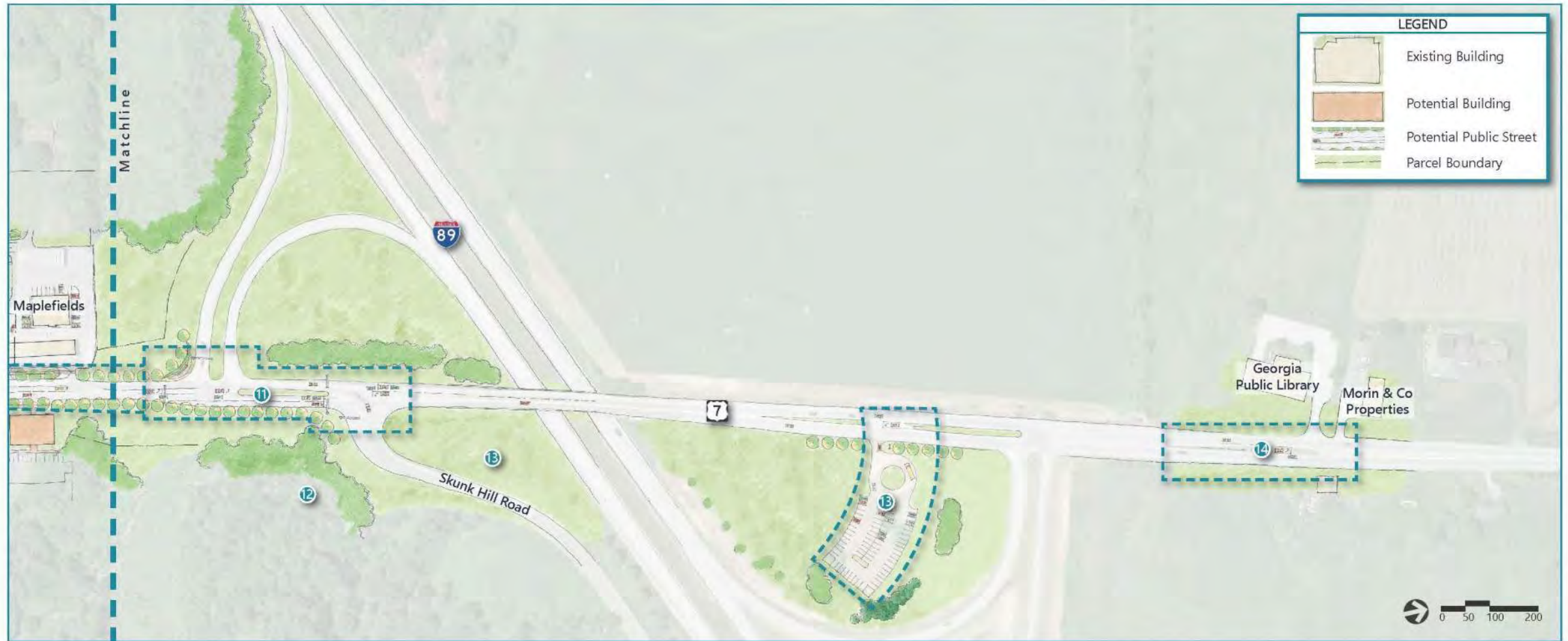


Option with Roundabout at intersection of US 7 & VT 104A

IMPROVEMENT PROJECTS

- 1 **New Traffic Signal and Crosswalks:** Tighten radii to reduce speeds, add crosswalks
- 2 **Ballard Road Turn Lane:** New dedicated turn lane
- 3 **Ballard Road Sidewalk:** US 7 to Redeeming Grace Church
- 4 **Grid Street Network:** To be constructed in coordination with adjacent land development
- 5 **US 7 Streetscape:** Three-lane section with center turning lanes, crosswalks, sidewalks, on-street parking adjacent to Village Green and landscaping
- 6 **"Fairbanks" Town Green:** Public gathering space to be constructed in coordination with adjacent land development
- 7 **Connector Street:** To be constructed in coordination with adjacent land development
- 8 **Gateway Park:** Public gathering space to be constructed in coordination with adjacent land development
- 9 **VT 104A Streetscape:** Two-lane section with sidewalks and landscaping
- 10 **US 7/VT 104A Intersection Upgrade:** New traffic signal or single-lane roundabout

Preferred Concept Plan



IMPROVEMENT PROJECTS

- 11 **I89 Exit 18 Northbound Ramps & Skunk Hill Road Intersections:** Install new coordinated signal system at ramps and Skunk Hill Road, upgrade approaches
- 12 **Stormwater and Drainage:** --
- 13 **Relocate and Expand Park & Ride:** Locate within existing highway right-of-way
- 14 **Reduce Median at Public Library:** To improve vehicular access for northbound vehicles

Improvement	Description	Partners *	Estimated Cost **
US 7 / Ballard Road Intersection Upgrade	New traffic signal, tighten radii to reduce speeds, add crosswalks on Ballard Road and on Southbound US 7 approach	Town of Georgia VTrans Adjacent Property Owners	\$440,000
Ballard Road Turn Lane	New 100-foot dedicated left turn lane	Town of Georgia Adjacent Property Owners	\$40,000
Ballard Road Sidewalk	Five-foot uncurbed concrete sidewalk from US 7 to Sandy Birch Road	Town of Georgia Adjacent Property Owners	\$1,200,000
Grid Street Network	One mile of new roadway to be constructed in coordination with adjacent land development	Town of Georgia Future Developers Adjacent Property Owners	\$5,300,000
US 7 Streetscape	Three-lane section with center turning lanes, crosswalks, sidewalks, on-street parking adjacent to park, and landscaping from VT 104A - Ballard Road	Town of Georgia VTrans Adjacent Property Owners	\$2,000,000
Town Green	Public gathering space along US 7 to be constructed in coordination with adjacent land development	Town of Georgia Future Developers Adjacent Property Owners	\$300,000 - \$1,000,000
Connector Street	Connector street between US 7 and VT 104A to be constructed in coordination with adjacent land development	Town of Georgia Future Developers Adjacent Property Owners	\$900,000
Gateway Park	Public gathering space between the connector street and VT 104A to be constructed in coordination with adjacent land development	Town of Georgia Future Developers Adjacent Property Owners	\$300,000 - \$1,000,000
VT 104A Streetscape	Two-lane section with sidewalks and landscaping from US 7 to Yankee Park Road	Town of Georgia Adjacent Property Owners	\$1,900,000
US 7 / VT 104A Intersection Upgrade	New traffic signal, reconfigured approaches, crosswalks	Town of Georgia VTrans Adjacent Property Owners	\$700,000
I-89 NB Ramps and Skunk Hill Road Intersection Upgrade	New connected traffic signal and left turn lane on I-89NB off ramp	Town of Georgia VTrans FHWA	\$900,000
Drainage Improvements	To be coordinated with NRPC, Stone Environmental, and other stakeholders	Town of Georgia NRPC Adjacent Property Owners	TBD
Park and Ride	Remove existing Park and Ride and relocate within existing highway right-of-way	Town of Georgia Vtrans	\$900,000
Public Library Median	Reduce median length to improve turning movement access for northbound vehicles into the library	Town of Georgia Vtrans	\$20,000

IMPLEMENTATION MATRIX

NEXT STEPS



- Final Concept Plan
- Presentation of the Plan to the Public – February 2019
- Informal Vote on Preferred US 7 / VT 104A Intersection Design – March 2019
- Draft Transportation Master Plan
- Final Transportation Master Plan

GEORGIA SOUTH VILLAGE TRANSPORTATION MASTER PLAN

PUBLIC MEETING



FEBRUARY 20, 2019

AGENDA

Review of Scope and Schedule

Project Goals

Existing Conditions Overview

Alternatives Evaluation

Proposed Improvements

Next Steps

Project Kick-Off
2018

February 7,

Existing Conditions Assessment
March

February –

Public Meeting #1

April 9th

Steering Committee Meeting #2

April 30th

Draft Concept Plan/Design Alternatives

April – May

Steering Committee Meeting #3

June 20th

Public Meeting #2

July 25th

Preferred Concept Plan
September

July -

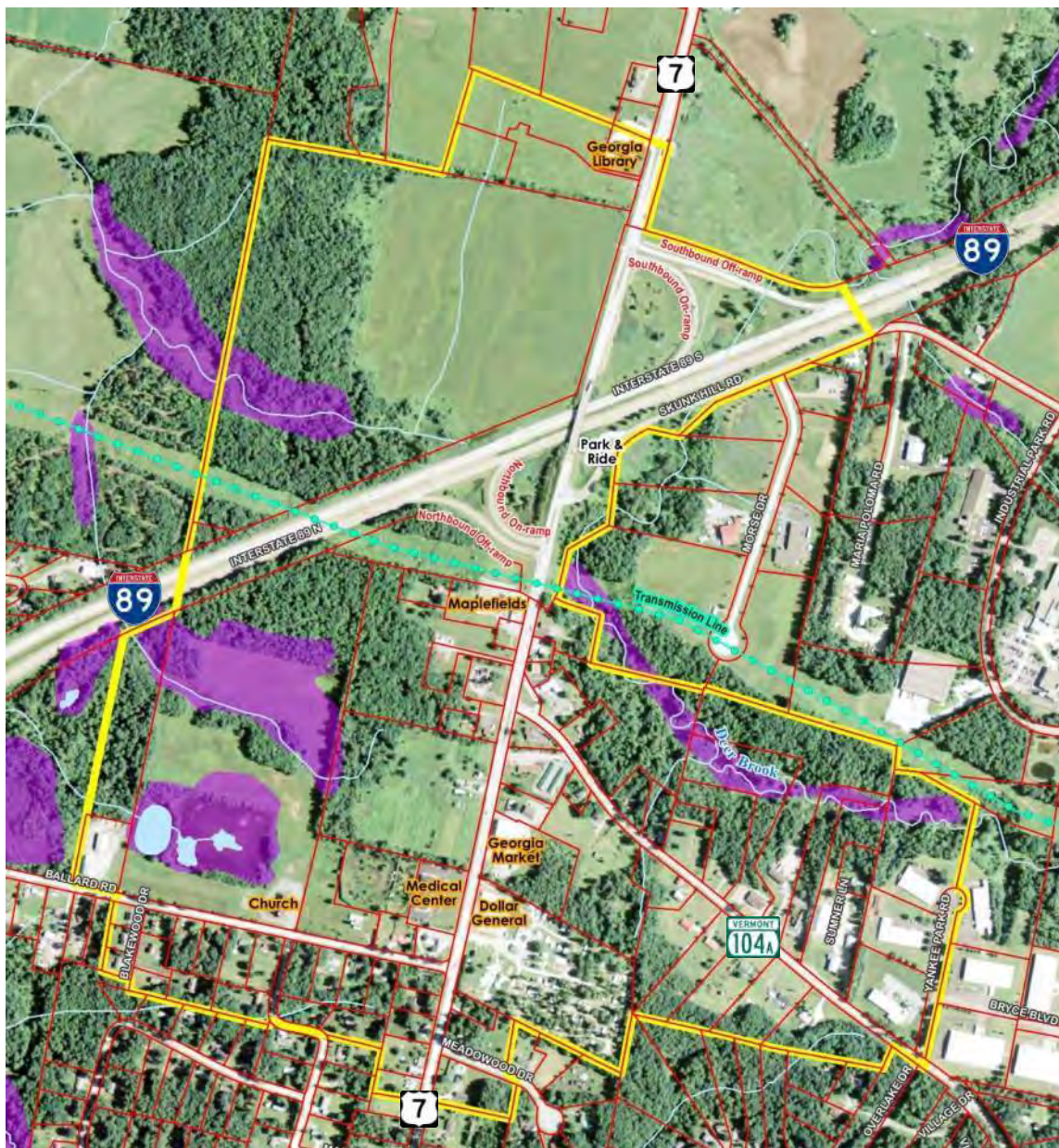
Steering Committee Meeting #4

September 25th

Public Presentation of Master Plan

Today

SCOPE AND SCHEDULE



PROJECT AREA

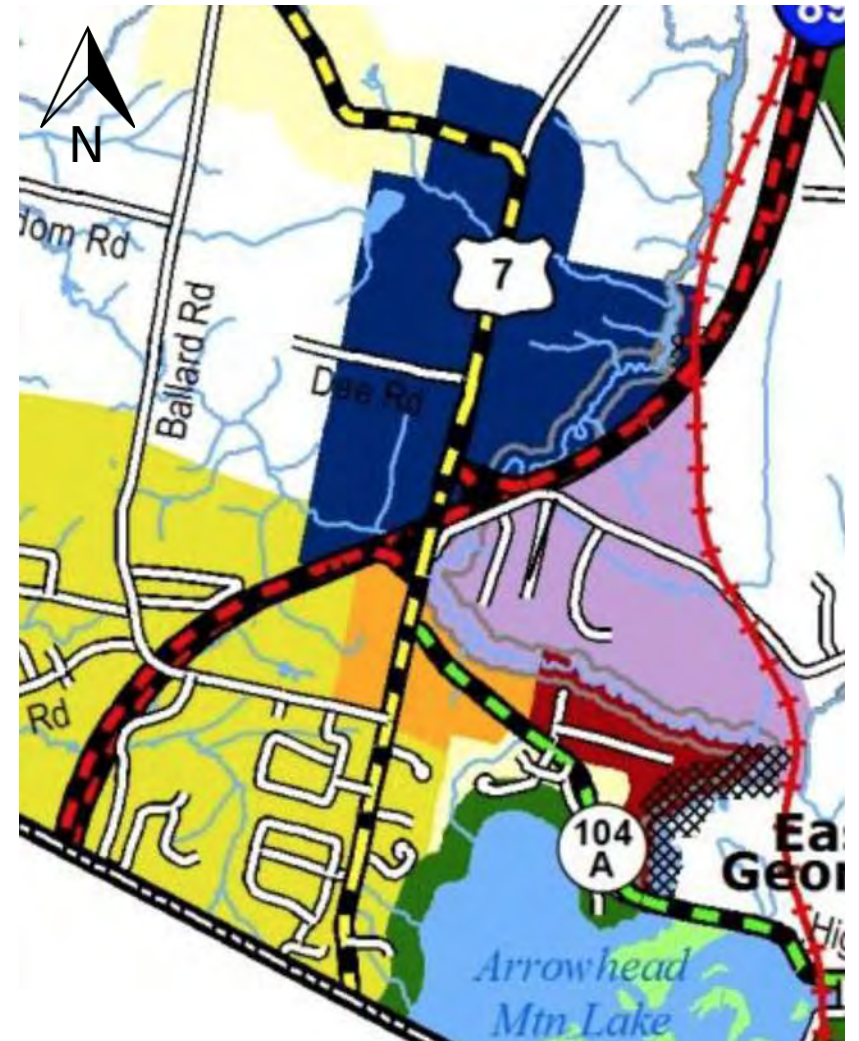
PROJECT GOALS

Create a transportation master plan for Georgia's South Village District to encourage **dense future development**, improve **accessibility** for all modes of transportation, and provide a **livable village** for residents, visitors, and businesses.

EXISTING CONDITIONS

South Village Core District – Land Uses

- District created in 2009
- Allowed uses
 - Residential, retail, service, office, lodging, light industry
- Dimensional standards – village development pattern
 - No minimum lot size or maximum density, not to low setbacks, 2-story minimum building height
- Lack of public water & wastewater service critical limiting factor with future development





Existing Land Use Patterns

- Large Building Setback
- No Sidewalks
- Numerous Driveways
- No Street Trees





Waterbury



Brandon

Suggested Land Use Patterns

- Shallow Building Setback
- Wide Sidewalks
- Access Management
- Balance of Multi-Modal Accommodations



St. Albans



Vergennes

EXISTING CONDITIONS

Traffic Data

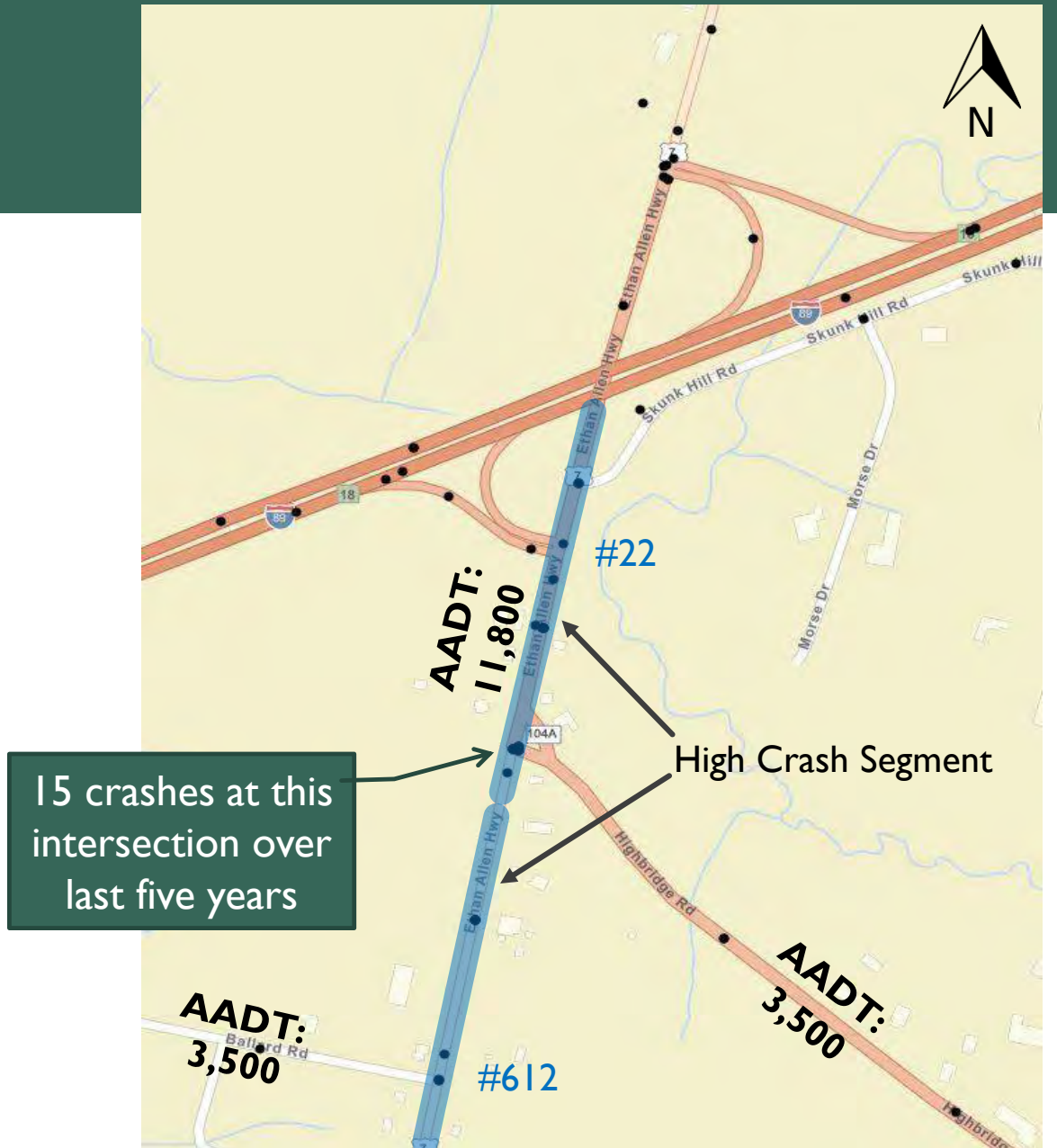
- AADT varies between 3,500 – 11,800 vehicles per day within the study area

Safety Analysis

- Two VTrans High Crash Segments along US 7 (2012-2016)
- 90 Total Project Area Crashes

Park and Ride

- 42 spaces (76% utilized)



ALTERNATIVES EVALUATION

- **Baseline Improvements**
- **Village Alternatives**
 - Land Use and Development Pattern
 - Exit 18 Interchange
 - US 7 / VT 104A Intersection

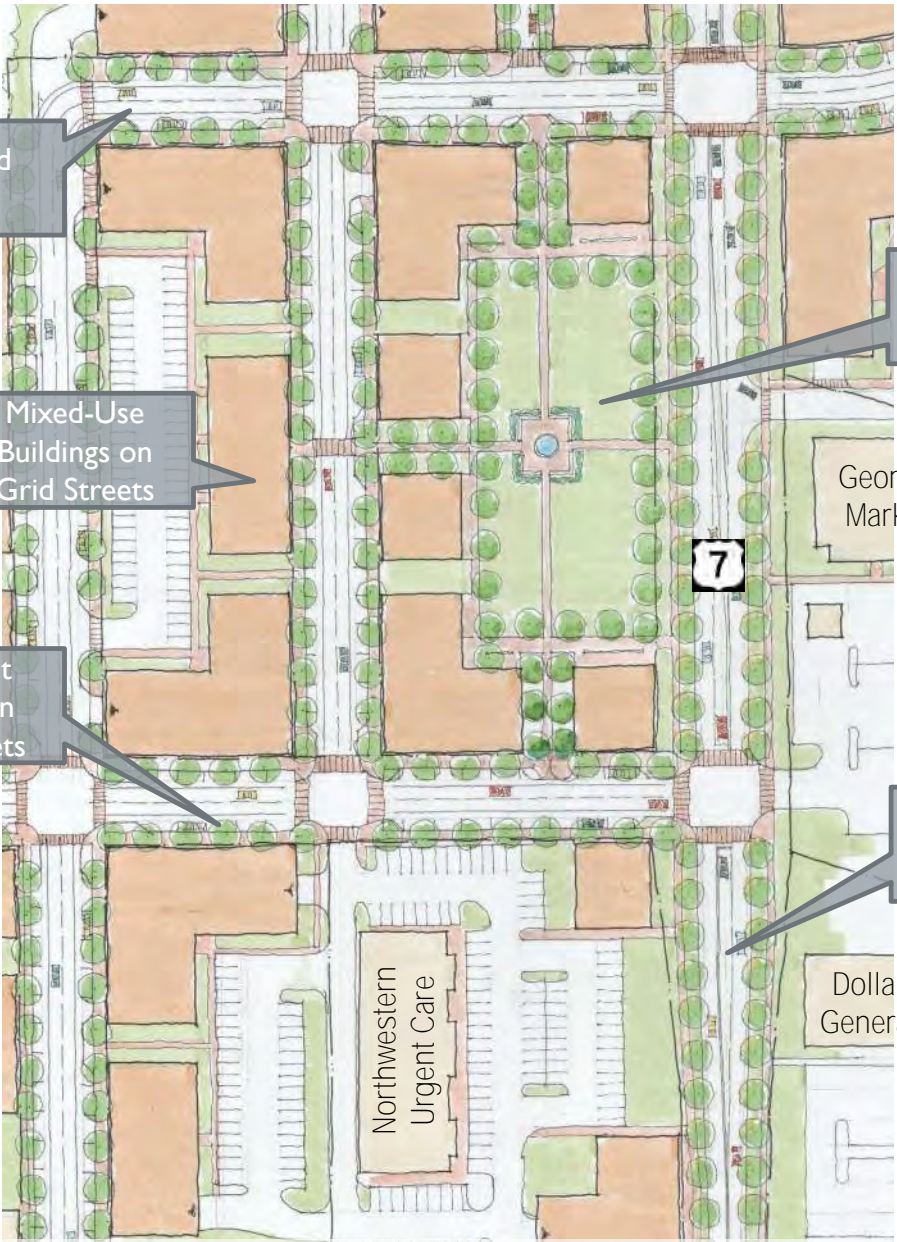


ALTERNATIVES EVALUATION

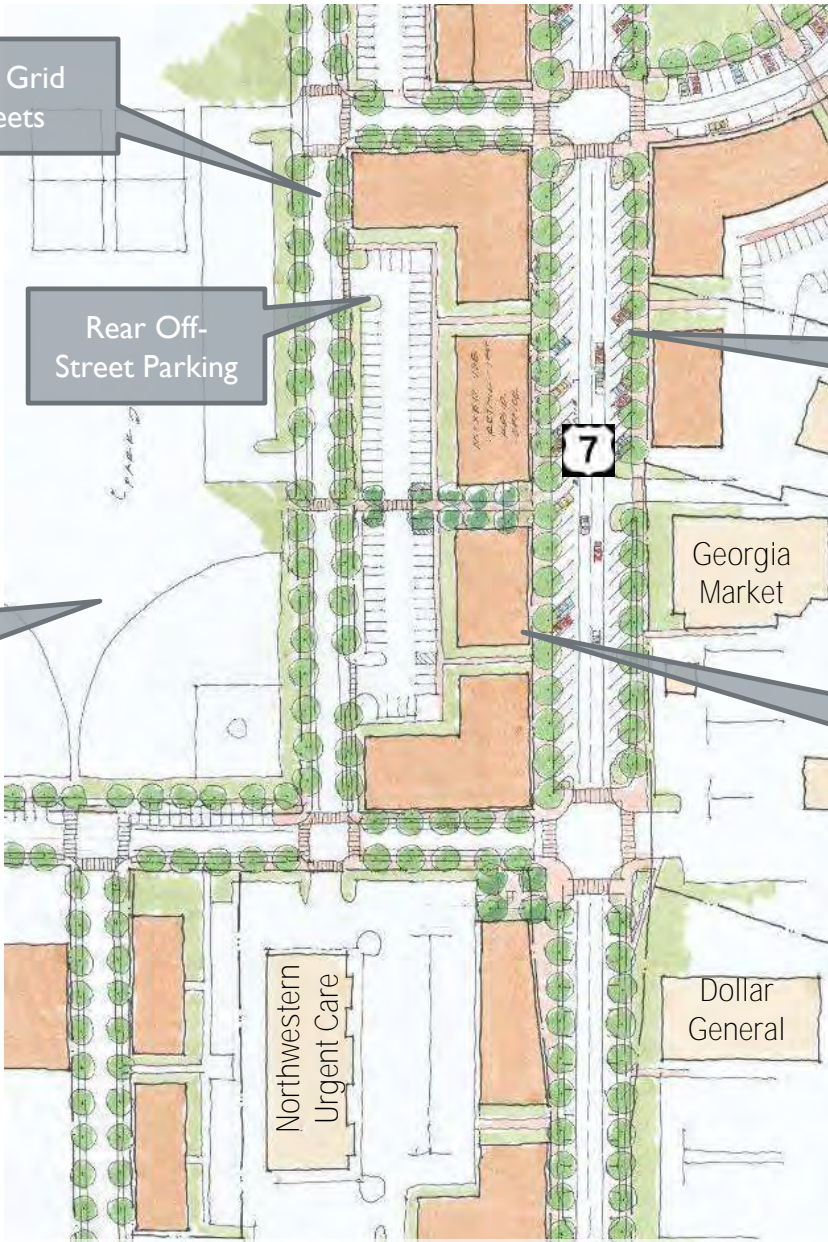
- Baseline Improvements
- Village Alternatives
 - Land Use and Development Pattern
 - Exit 18 Interchange
 - US 7 / VT 104A Intersection



Village Land Use Alternatives



Alternative 1 – Village Center Off US 7



Alternative 2 – Village Center On US 7

Village Green

Georgia Market

Turn Lanes Along US 7

Dollar General

New Grid Streets

Rear Off-Street Parking

On-Street Parking

Georgia Market

Mixed-Use Buildings along US 7

Dollar General

Northwestern Urgent Care

Recreation Fields

Interstate Exit 18 Alternatives

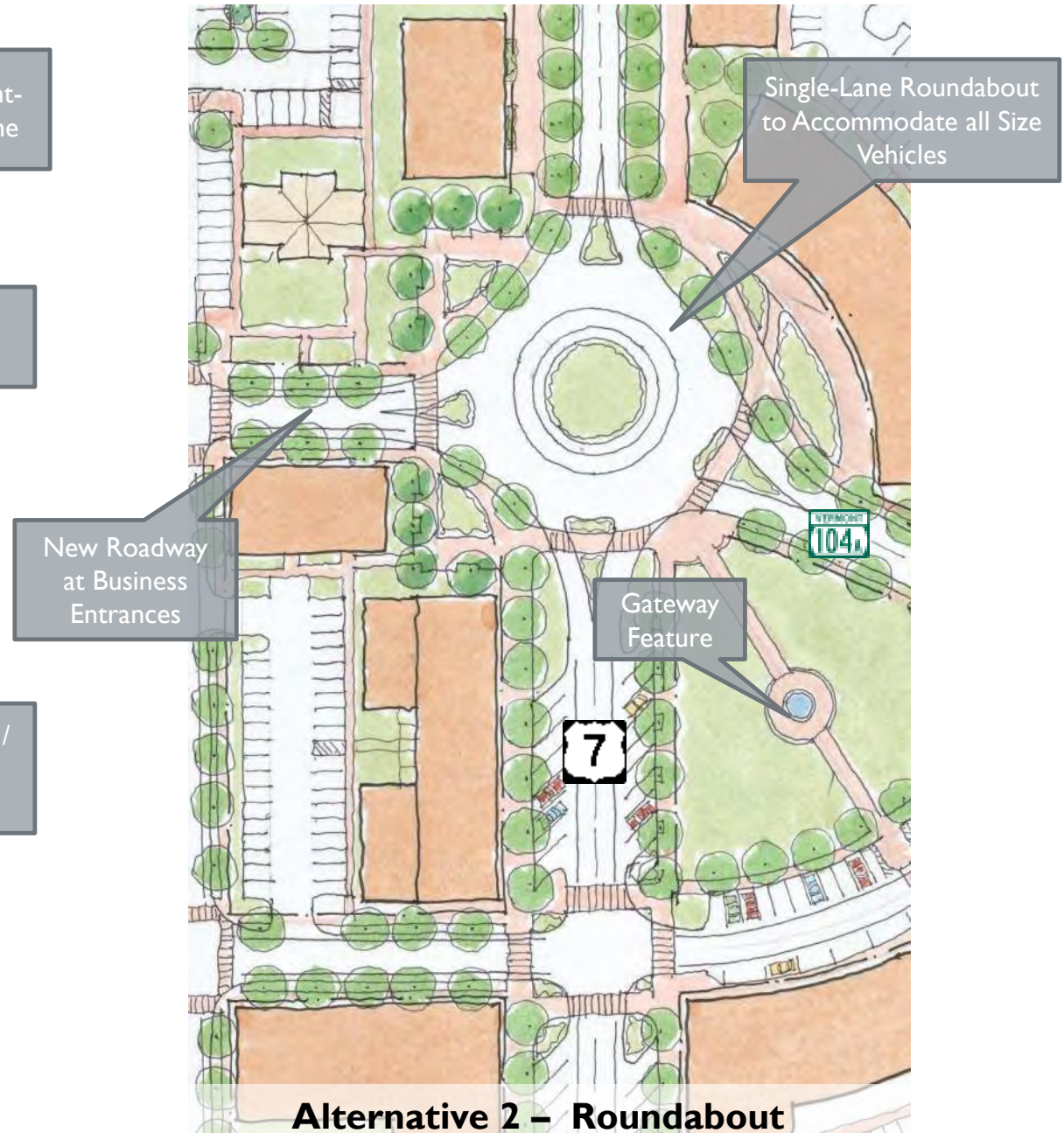
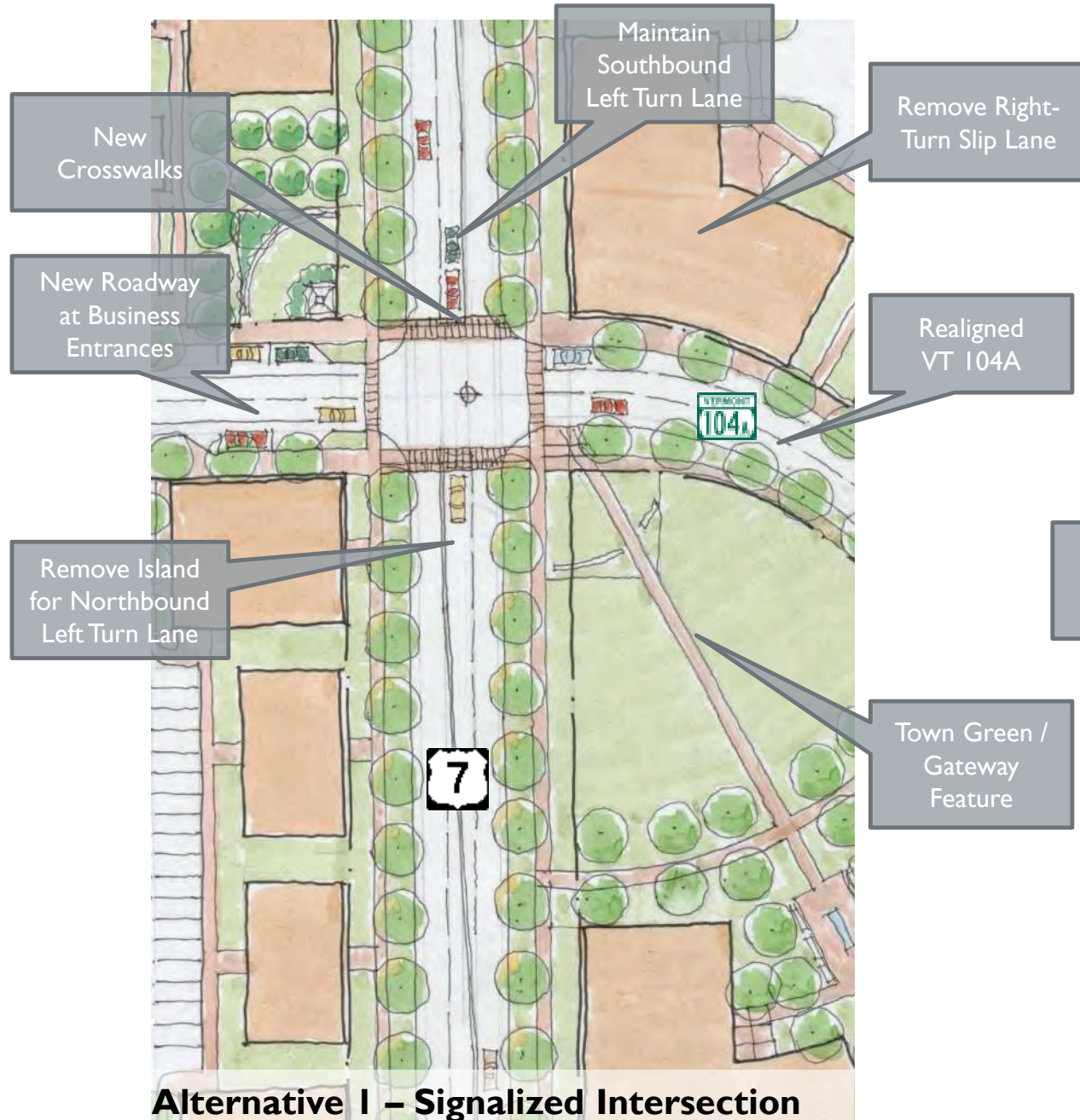


Alternative 1 – New Off-Ramp Alignment + Signal



Alternative 2 – New Signals + Turn Lanes

US 7 / VT 104A Intersection



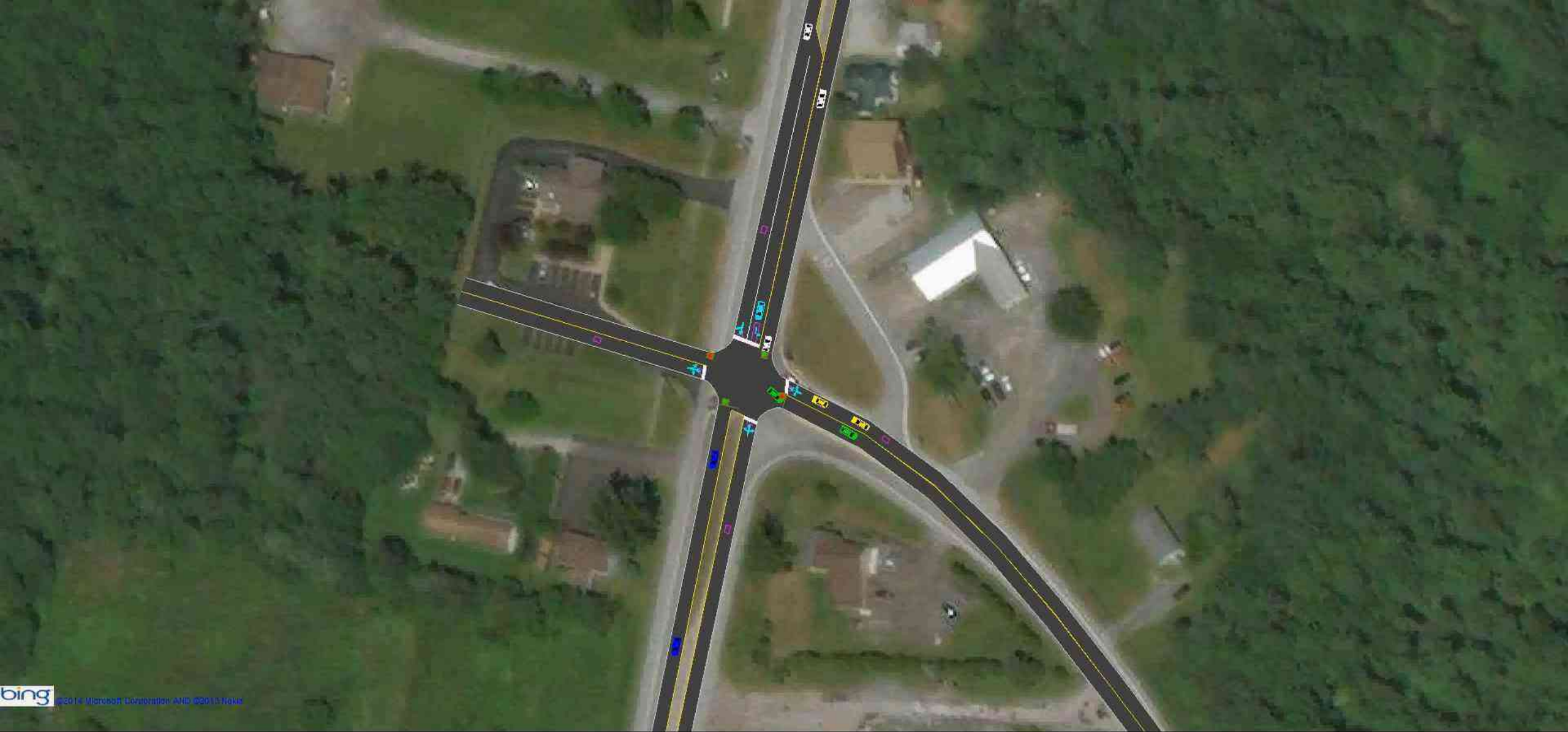
ALTERNATIVES EVALUATION

US 7 / VT 104A INTERSECTION

Evaluation Criteria	No Build	Signalized Intersection	Roundabout
Estimated Cost	\$0	\$800,000	\$3,000,000
Length of Construction	0 years	1 year	2-3 years
2026 Weekday Morning Peak Hour Operations	<u>Overall</u> : LOS D <u>VT 104A</u> : LOS F , 73 sec delay	<u>Overall</u> : LOS B , 16 sec delay <u>VT 104A</u> : LOS C , 22 s delay	<u>Overall</u> : LOS A , 8 sec delay <u>VT 104A</u> : LOS B , 11 sec delay
2026 Weekday Evening Peak Hour Operations	<u>Overall</u> : LOS C <u>VT 104A</u> : LOS F , 305 sec delay	<u>Overall</u> : LOS A , 9 sec delay <u>VT 104A</u> : LOS B , 14 sec delay	<u>Overall</u> : LOS A , 7 sec delay <u>VT 104A</u> : LOS A , 7 sec delay

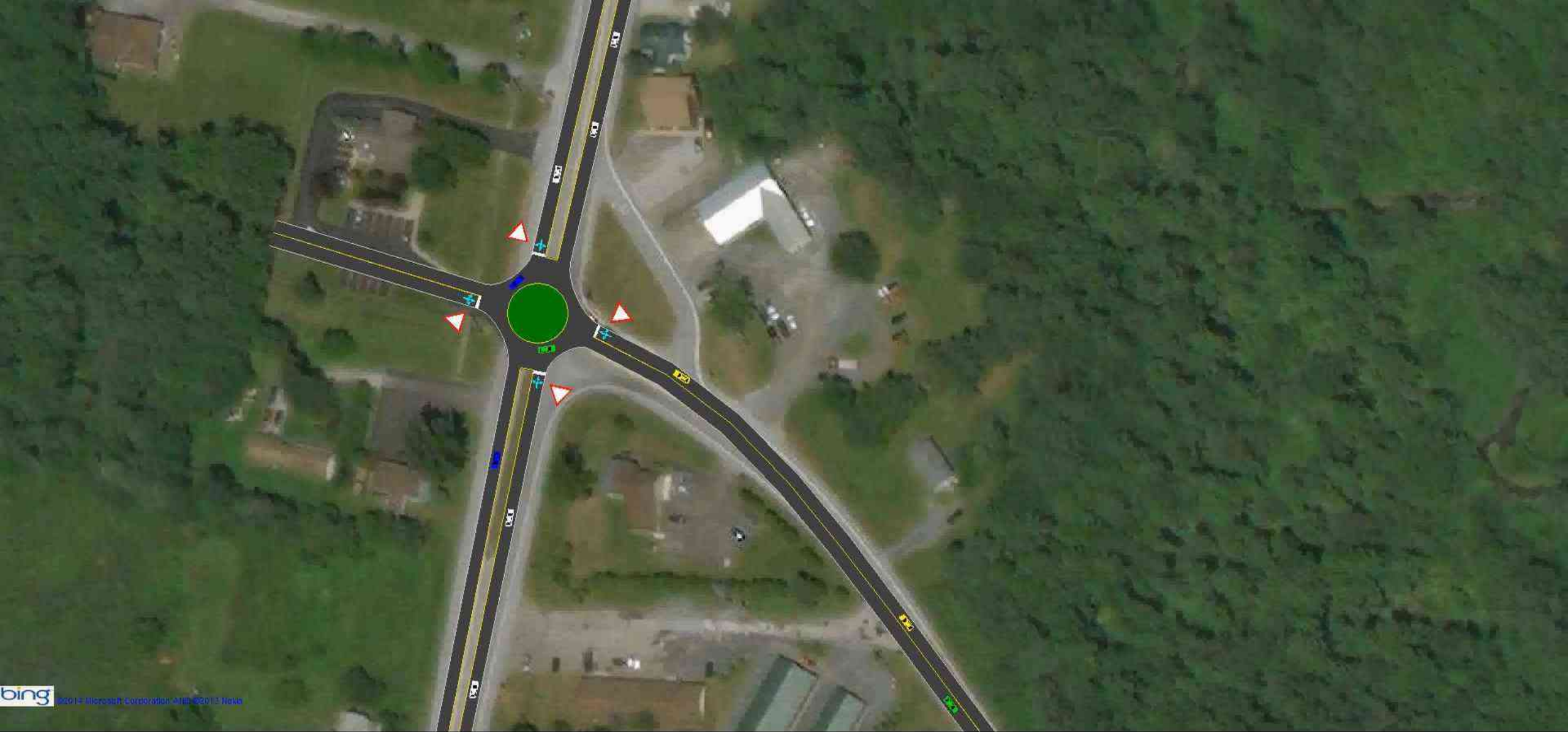


2026 PM Peak Hour – No Build



bing ©2014 Microsoft Corporation AND ©2013 Nokia

2026 PM Peak Hour – Signalized Intersection



2026 PM Peak Hour – Roundabout

Preferred Concept Plan

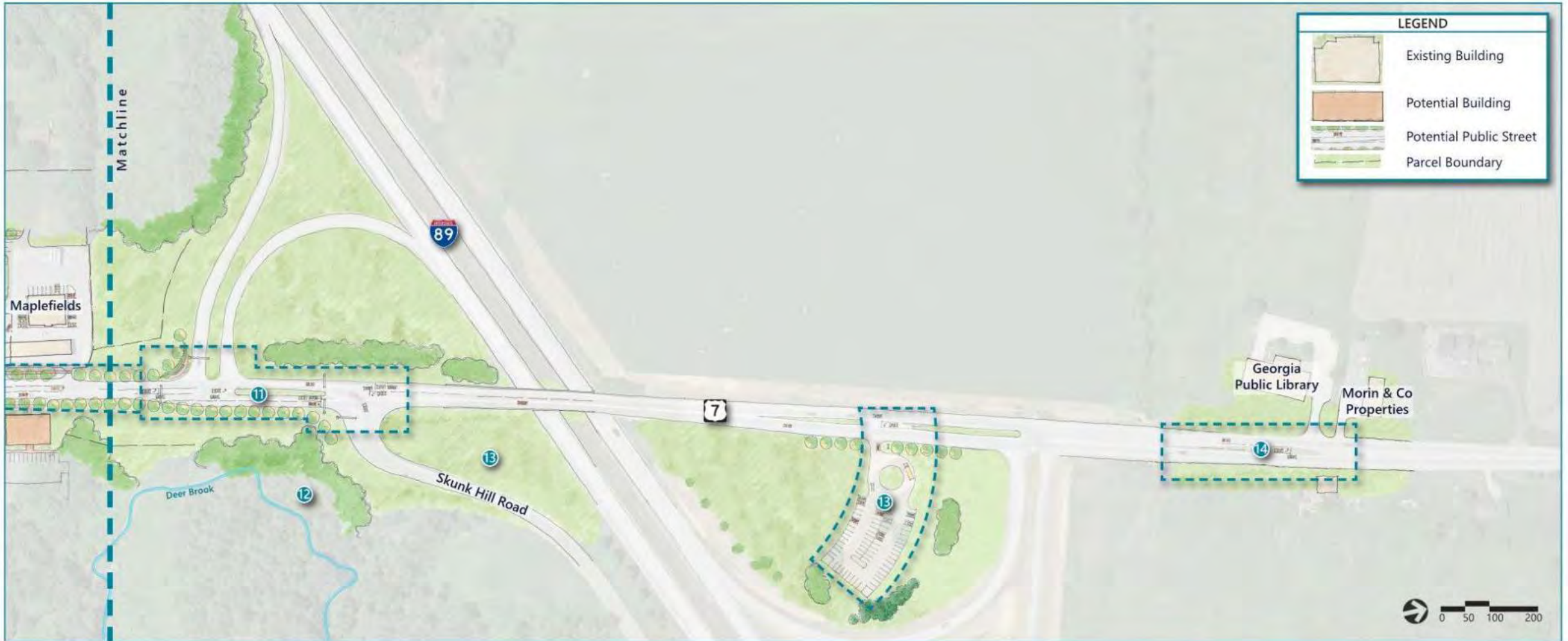


Option with Roundabout at intersection of US 7 & VT 104A

IMPROVEMENT PROJECTS

- | | |
|--|--|
| <p>1 New Traffic Signal and Crosswalks: Tighten radii to reduce speeds, add crosswalks</p> <p>2 Ballard Road Turn Lane: New dedicated turn lane</p> <p>3 Ballard Road Sidewalk: US 7 to Redeeming Grace Church</p> <p>4 Grid Street Network: To be constructed in coordination with adjacent land development</p> <p>5 US 7 Streetscape: Three-lane section with center turning lanes, crosswalks, sidewalks, on-street parking adjacent to Village Green and landscaping</p> | <p>6 "Fairbanks" Town Green: Public gathering space to be constructed in coordination with adjacent land development</p> <p>7 Connector Street: To be constructed in coordination with adjacent land development</p> <p>8 Gateway Park: Public gathering space to be constructed in coordination with adjacent land development</p> <p>9 VT 104A Streetscape: Two-lane section with sidewalks and landscaping</p> <p>10 US 7/VT 104A Intersection Upgrade: New traffic signal or single-lane roundabout</p> |
|--|--|

Preferred Concept Plan



IMPROVEMENT PROJECTS

- 11 189 Exit 18 Northbound Ramps & Skunk Hill Road Intersections:** Install new coordinated signal system at ramps and Skunk Hill Road, upgrade approaches
- 12 Stormwater and Drainage:** Address drainage and bank erosion at the Deer Brook Gully
- 13 Relocate and Expand Park & Ride:** Locate within existing highway right-of-way
- 14 Reduce Median at Public Library:** To improve vehicular access for northbound vehicles

Implementation Matrix

Improvement	Description	Estimated Cost**	Timeline
Ballard Road Sidewalk	Five-foot uncurbed concrete sidewalk from US 7 to Redeeming Grace Church	\$300,000	Short-Term
Drainage Improvements	To be coordinated with NRPC, Stone Environmental, and other stakeholders	TBD	Short-Term
Public Library Median	Reduce median length to improve turning movement access for northbound vehicles into the library	\$20,000	Short-Term
US 7 / Ballard Road Intersection Upgrade	New traffic signal, tighten radii to reduce speeds, add crosswalks on Ballard Road and on Southbound US 7 approach	\$440,000	Mid-Term
Ballard Road Turn Lane	New 100-foot dedicated left turn lane	\$40,000	Mid-Term
US 7 / VT 104A Intersection Upgrade	TBD	TBD	Mid-Term
Park and Ride	Remove existing Park and Ride and relocate within existing highway right-of-way	\$900,000	Mid-Term
Grid Street Network	One mile of new roadway to be constructed in coordination with adjacent land development	\$5,300,000	Long-Term
US 7 Streetscape	Three-lane section with center turning lanes, crosswalks, sidewalks, on-street parking adjacent to park, and landscaping from VT 104A - Ballard Road. Sidewalks on US 7 can be implemented as a more short-term project. The longer term streetscape should be completed in coordination with potential water and wastewater infrastructure.	\$2,000,000	Long-Term
Town Green	Public gathering space along US 7 to be constructed in coordination with adjacent land development	\$300,000 - \$1,000,000	Long-Term
Connector Street	Connector street between US 7 and VT 104A to be constructed in coordination with adjacent land development	\$900,000	Long-Term
Gateway Park	Public gathering space between the connector street and VT 104A to be constructed in coordination with adjacent land development	\$300,000 - \$1,000,000	Long-Term
VT 104A Streetscape	Two-lane section with sidewalks and landscaping from US 7 to Yankee Park Road	\$1,900,000	Long-Term
I-89 NB Ramps and Skunk Hill Road Intersection Upgrade	New connected traffic signal and left turn lane on I-89NB off ramp	\$900,000	Long-Term

NEXT STEPS



- Informal Vote on Preferred US 7 / VT 104A Intersection Design – March 2019
- Draft Transportation Master Plan
- Final Transportation Master Plan



Meeting Notes

Place: Georgia Elementary and Middle School

Date: February 20, 2019

Notes Taken by: Cierra Ford

Project #: 58025.01

Re: Georgia South Village Transportation Master Plan Public Meeting

Georgia South Village Transportation Master Plan

Public Meeting Notes

6:00 PM. Taylor Newton (NRPC) welcomes everyone and David Saladino (VHB) gives the PowerPoint presentation (review of project scope and schedule, project goals, overview of existing conditions, evaluation of alternatives, proposed improvements, and next steps).

Comments / Concerns / Questions

- Suggestion to remove the raised median by the Public Library completely because it not only blocks the Library entrance but a driveway that provides access to three parcels south of the library.
- Question if Level of Service values shown in presentation consider future population growth. David Saladino confirms that these were calculated based on a standard procedure that takes population growth and trip generation due to new developments into consideration to ensure that the projections are an accurate representation of future traffic conditions.
- Comment that roundabouts are safer.
- Question of the size of the roundabouts in Jeffersonville. David Saladino answers that he believes they are 125-130' in diameter.
- Comment that driving through roundabouts is nice but the interaction of pedestrians with roundabouts is dangerous and confusing.
- Concern about trucks creating a long queue at the intersection of 104A and US 7 if there is a signal.
- Future developer in South Village warns residents that you cannot develop this part of Georgia as densely as the Master Plan displays without switching to a municipal water and sewer system. Questions the feasibility of this dense of development in Georgia.
- David Saladino asks the room if people are willing to pay higher taxes to develop Georgia South Village as envisioned in the plan.
- Comment that wastewater treatment cannot be ignored in this process – a treatment plant will be expensive and require space. Other infrastructure will also be necessary if the area is developed.
- Taylor Newton explains that the town of Georgia performed a wastewater and water study in 2005. At no local cost, this plan can be updated if the town wants to continue looking into the development's effects on water and wastewater.
- Question for how the project will be paid for. David Saladino answers that because the some of the proposed roadway improvements are located within High Crash Location segments, federal funds will go toward the project. The percentage of federal funds that will be used versus state funds depend on many factors that will remain unknown until the project is further along.

40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771
P 802.497.6100

- Comment that VTrans gets to make the final decision on the roadway improvements on state highways (baseline improvements, signalized intersections, or roundabouts), but they want resident feedback prior to making the decision.
- Comment that the existing park and ride is not in a good location: lack of visibility has led to several break-ins, and buses cannot access it.
- Bethany Remmers (NRPC) comments that the proposed new location for the park and ride is also a good location for stormwater treatment.
- Question if a signal is recommended for the intersection of US 7 and the I-89 Southbound entrance / I-89 Northbound exit ramps. David Saladino responds that there is not enough volume to warrant a traffic signal at this location.
- Taylor Newton notes that Georgia does not have a lot of commercial tax base. Historic plans show that Georgia has planned to develop densely for many years, so changes to the town's infrastructure has been a consideration for many years as well.
- Georgia South Village future developer comments that the sidewalk he will be building on his property could be built through federal funds. If those funds are available, he suggests the funds are used for the sidewalk and his money that would've gone to the sidewalk could go toward something else for the South Village development that won't be paid through federal funding (e.g. Town Green)
- Taylor Newton comments that Georgia cannot be a Designated Downtown because it does not meet the requirements. The Town of Georgia could choose to pursue other designations, like a Designated Village Center. However, the Selectboard must choose to pursue this if it is in their interest.
- Question if there is any way of knowing how much money the town will get for the intersection improvements from federal funding. Bethany Remmers explains that the project cost will be split between federal and state money depending on the chosen alternative and other factors. A good portion will be funded federally because of the High Crash Location designation.
- Question if the roundabouts or signalized intersections are more likely to be approved by VTrans. David Saladino says there is no way of knowing until a Cost-Benefit analysis is performed, but possibly the signalized intersections because of the lower cost and smaller footprint.
- Question if there is a priority ranking for what items on the list of proposed roadway improvements in the project area. David Saladino asks the crowd their opinion.
 - One resident would prioritize extra turn lane on Ballard Road where it intersects with US 7.
 - Many residents would prioritize improving the 104A intersection with US 7.
- Comment that the 104A intersection with US 7 is terrible, and believes it is a high crash location because people are rushing.
- Comment about a bump in the road on US 7 and the need for the segment to be repaved. Bethany Remmers explains that the need for a pavement resurfacing project on US 7 was discussed at the most recent Transportation Advisory Committee meeting.
- Taylor Newton noted that information regarding a signal and roundabout options at US 7 and VT 104A will be displayed around Town during Town Meeting week.

Georgia South Village Transportation Master Plan

February 20, 6 PM

Georgia Elementary School - Small Gym

Name	Address	Phone and/or Email
1 Madeline Clark	— SA Messenger —	—
2 David B Vincent Sr	94 Heritag 3 Georgia	
3 Charles Cross	85 Ballard Rd Georgia	
4 Dee McGrath	256 Musket Circle	mcgraths4@gmail.com
5 Cierra Ford	433 Austin Rd	
6 CLARENCE BISHAW	289 WALLER RD	
7 Lilles Penwell	1624 Idglingo Rd	Jawley
8 Nancy Volatile-wood	7318 Ethan Allen Hwy	vwcoke@comcast.net
9 Amy Rider	3042 oakland station	
10 George Bilodez	Festland Dr.	
11 C Carroll	Nottingham Drive	
12 TRAVIS WRIGHT	oakland station	
13 Barb Dow	108 Georgia Mtn Rd	bbdow@comcast.net
14 Mark Bole	4269 Highbridge Rd	maribut@earthlink.net
15 Kathi Goodell	729 Waller Rd	
16 Mark Esposito	744 Waller Rd	
17 David Lang	554 Sandhill Rd	cribbalang@comcast.net
18 Cindy Lang	863 Ethan Allen Hwy	
19 Curran Miller	Georgia	
20 Lorie Bachand	492 Mill River Rd Georgia	
21 April Pettengill	195 Goodrich Hill Rd	apettengill@gmail.com
22 Jason Bort	121 Bortland Dr.	
23 PETER MAZURAK	1006 DECKER ROAD GEORGIA	
24 Sarah Williams	334 Oakland Station Rd.	sarah@polkadotsarah.com
25 Becky White	1008 Ethan Allen Hwy	802-373-3397
26 STEVE WHITE	"	598-3210
27 Michael M. Chaff	47 Town Common Rd N. St Albans	
28 Ric Nye	1452 Plains Rd	802-712-7359
29 Justin Holmes	189 Maple Drive	justin@pinewoodvt.com
30 Suzanna Brown	190 Smitty Brook	

	Name	Address	Phone and/or Email
31	B.J. Walters	392 Austin Rd.	802-598-2333
32	Jim Harrison	Box 2098 Georgia	Jim@HARRISON 802-849-6688
33	BRN RICHARDS	80 VILLAGE DR EXT	CAVALLI INC. COM 802 598-6722
34	FRANK GORE	214 MAYOR	FRANK@802MALIC.COM
35	Ed Ballantyne	1959 Ethan Allen Hwy	ejbtyne@comcast.net
36	Dayle V. Guad	Nahalo Dr. Georgia	DVGPY0
37	Guadalupe	Guadalupe Rd	DVGuad@Yahoo.Com
38	Sara Powell	54 Bates Rd	sarampowell@comcast.net
39	Bay Bostford	Georgia Market	georgia.market@vt@gmail
40	KEVIN AMISA	26 BARNES RD	KAMISA@juno.com
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GEORGIA SOUTH VILLAGE TRANSPORTATION MASTER PLAN

PUBLIC MEETING



FEBRUARY 20, 2019

AGENDA

Review of Scope and Schedule

Project Goals

Existing Conditions Overview

Alternatives Evaluation

Proposed Improvements

Next Steps

Project Kick-Off
2018

February 7,

Existing Conditions Assessment
March

February –

Public Meeting #1

April 9th

Steering Committee Meeting #2

April 30th

Draft Concept Plan/Design Alternatives

April – May

Steering Committee Meeting #3

June 20th

Public Meeting #2

July 25th

Preferred Concept Plan
September

July -

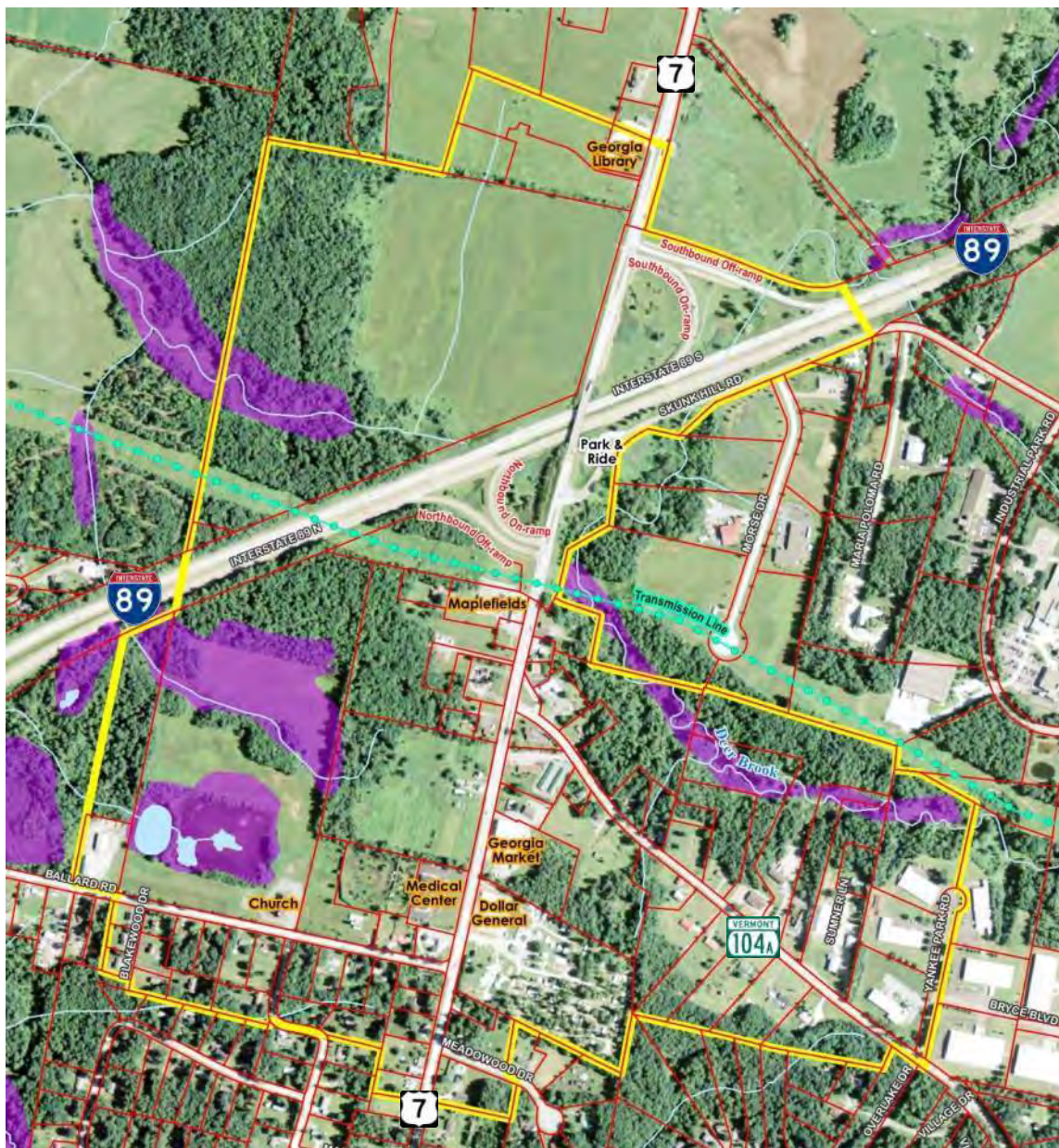
Steering Committee Meeting #4

September 25th

Public Presentation of Master Plan

Today

SCOPE AND SCHEDULE



PROJECT AREA

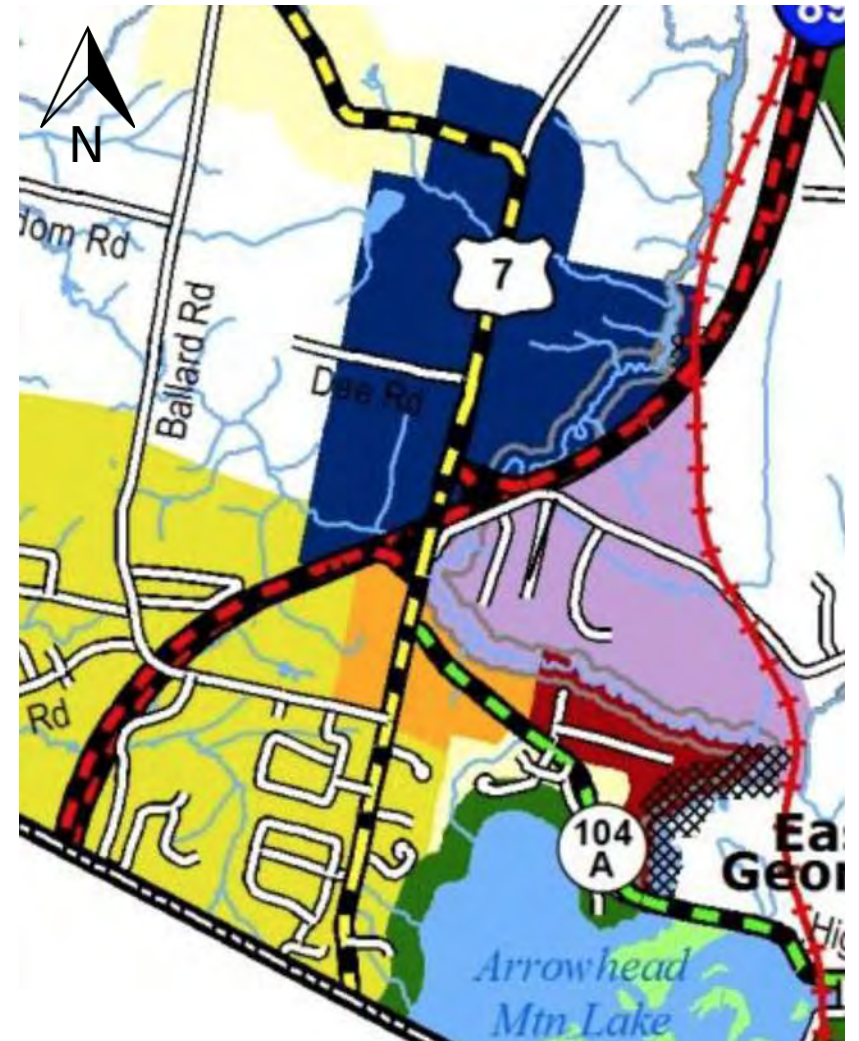
PROJECT GOALS

Create a transportation master plan for Georgia's South Village District to encourage **dense future development**, improve **accessibility** for all modes of transportation, and provide a **livable village** for residents, visitors, and businesses.

EXISTING CONDITIONS

South Village Core District – Land Uses

- District created in 2009
- Allowed uses
 - Residential, retail, service, office, lodging, light industry
- Dimensional standards – village development pattern
 - No minimum lot size or maximum density, not to low setbacks, 2-story minimum building height
- Lack of public water & wastewater service critical limiting factor with future development





Existing Land Use Patterns

- Large Building Setback
- No Sidewalks
- Numerous Driveways
- No Street Trees





Waterbury



Brandon

Suggested Land Use Patterns

- Shallow Building Setback
- Wide Sidewalks
- Access Management
- Balance of Multi-Modal Accommodations



St. Albans



Vergennes

EXISTING CONDITIONS

Traffic Data

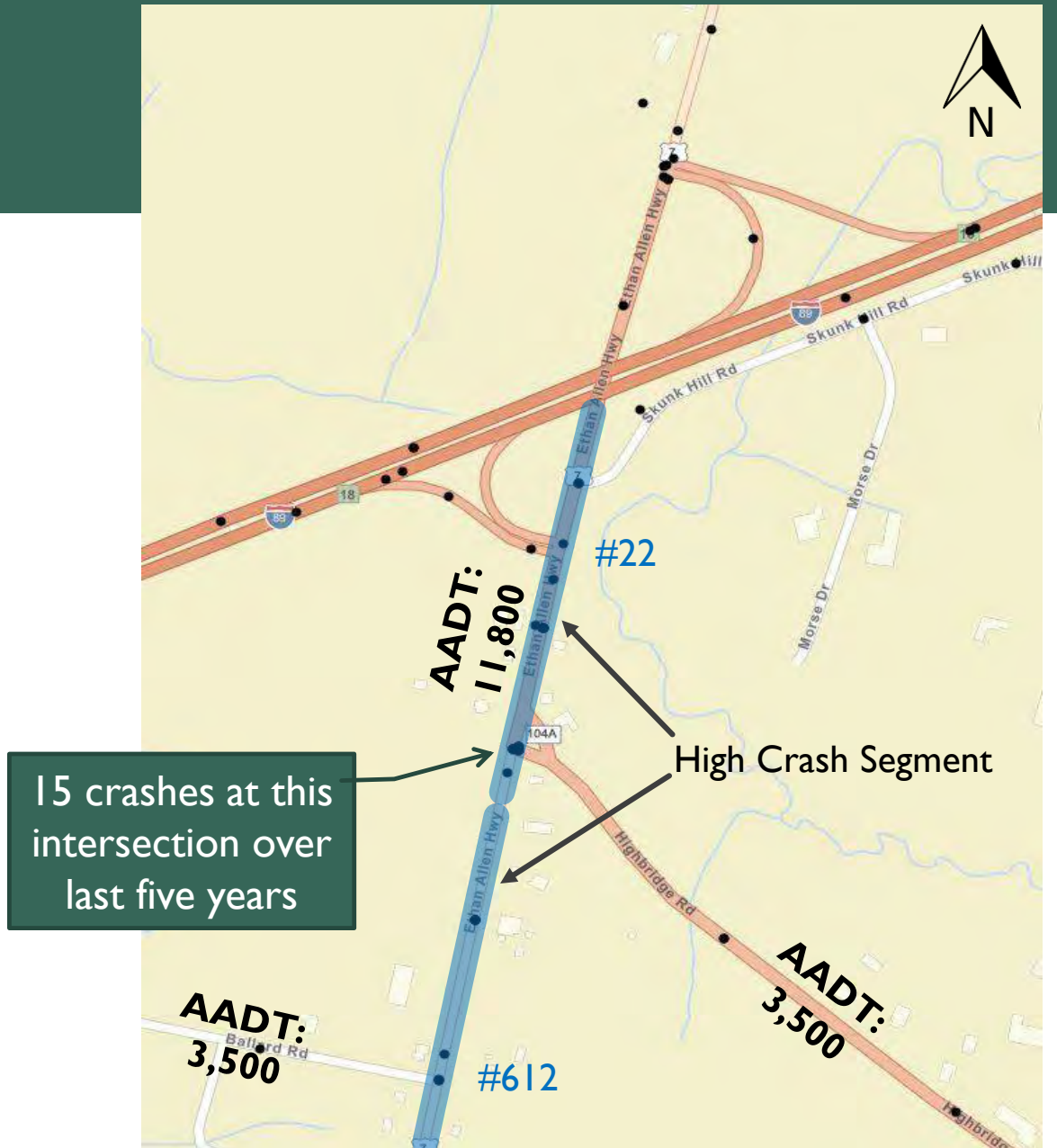
- AADT varies between 3,500 – 11,800 vehicles per day within the study area

Safety Analysis

- Two VTrans High Crash Segments along US 7 (2012-2016)
- 90 Total Project Area Crashes

Park and Ride

- 42 spaces (76% utilized)



ALTERNATIVES EVALUATION

- **Baseline Improvements**
- **Village Alternatives**
 - Land Use and Development Pattern
 - Exit 18 Interchange
 - US 7 / VT 104A Intersection

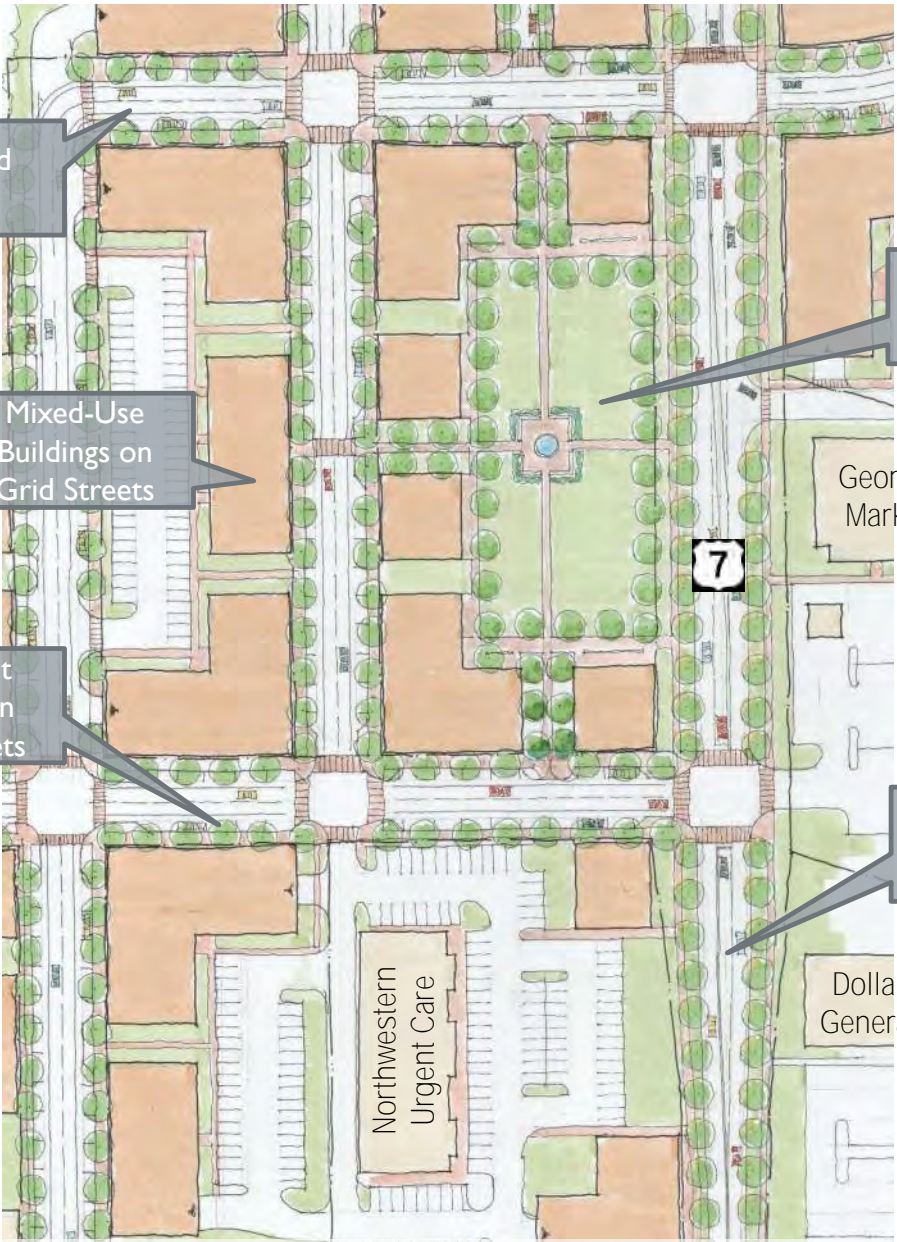


ALTERNATIVES EVALUATION

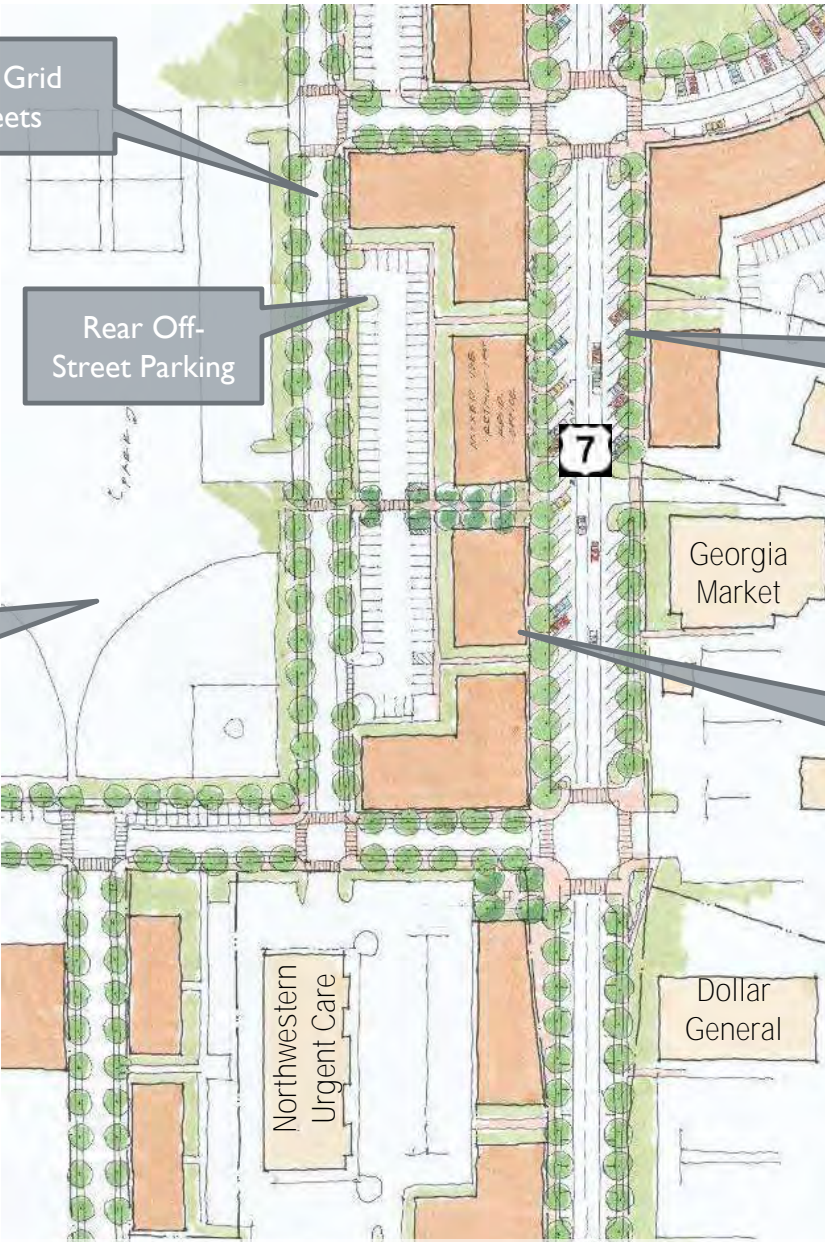
- Baseline Improvements
- Village Alternatives
 - Land Use and Development Pattern
 - Exit 18 Interchange
 - US 7 / VT 104A Intersection



Village Land Use Alternatives



Alternative 1 – Village Center Off US 7



Alternative 2 – Village Center On US 7

Interstate Exit 18 Alternatives

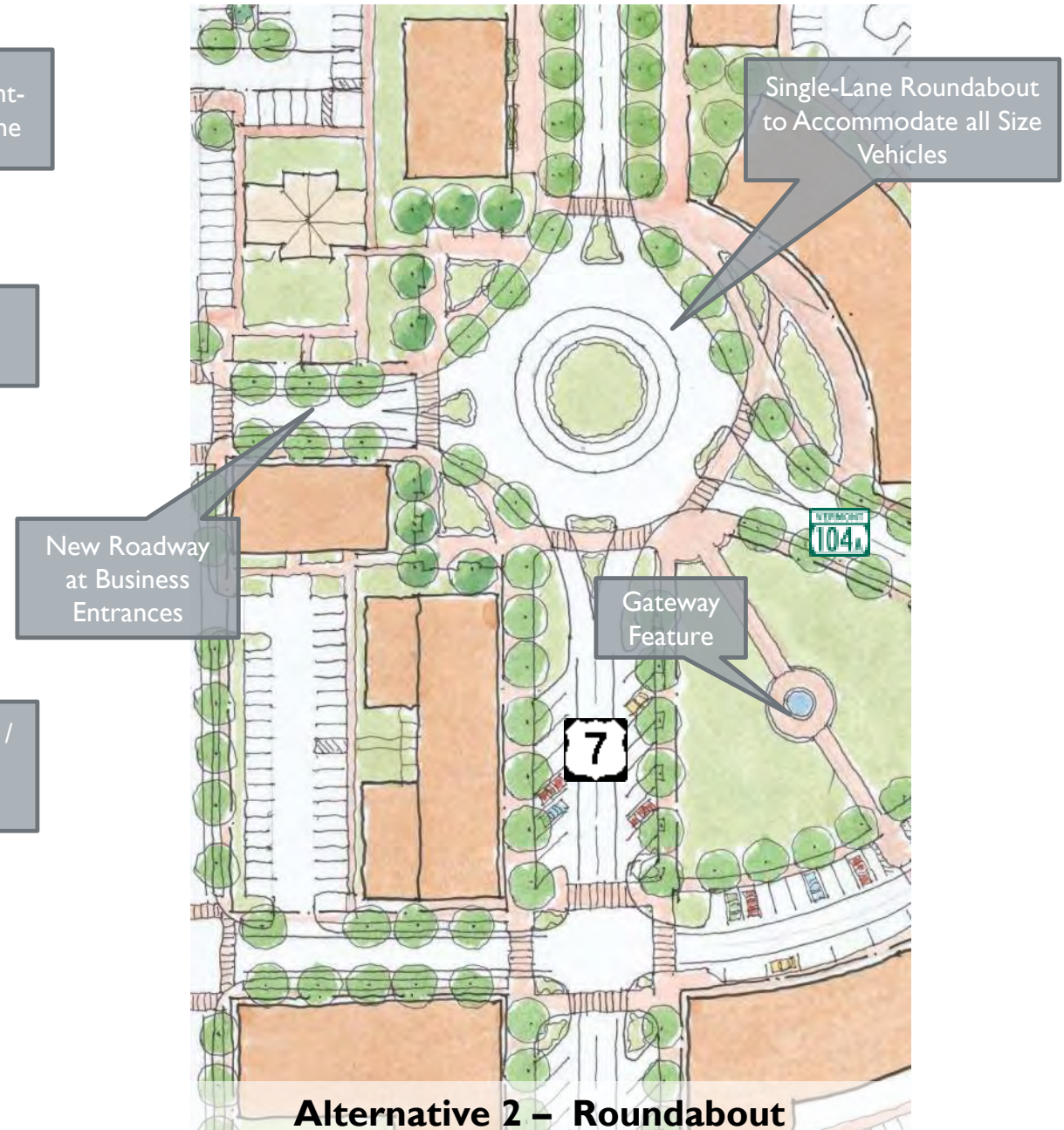
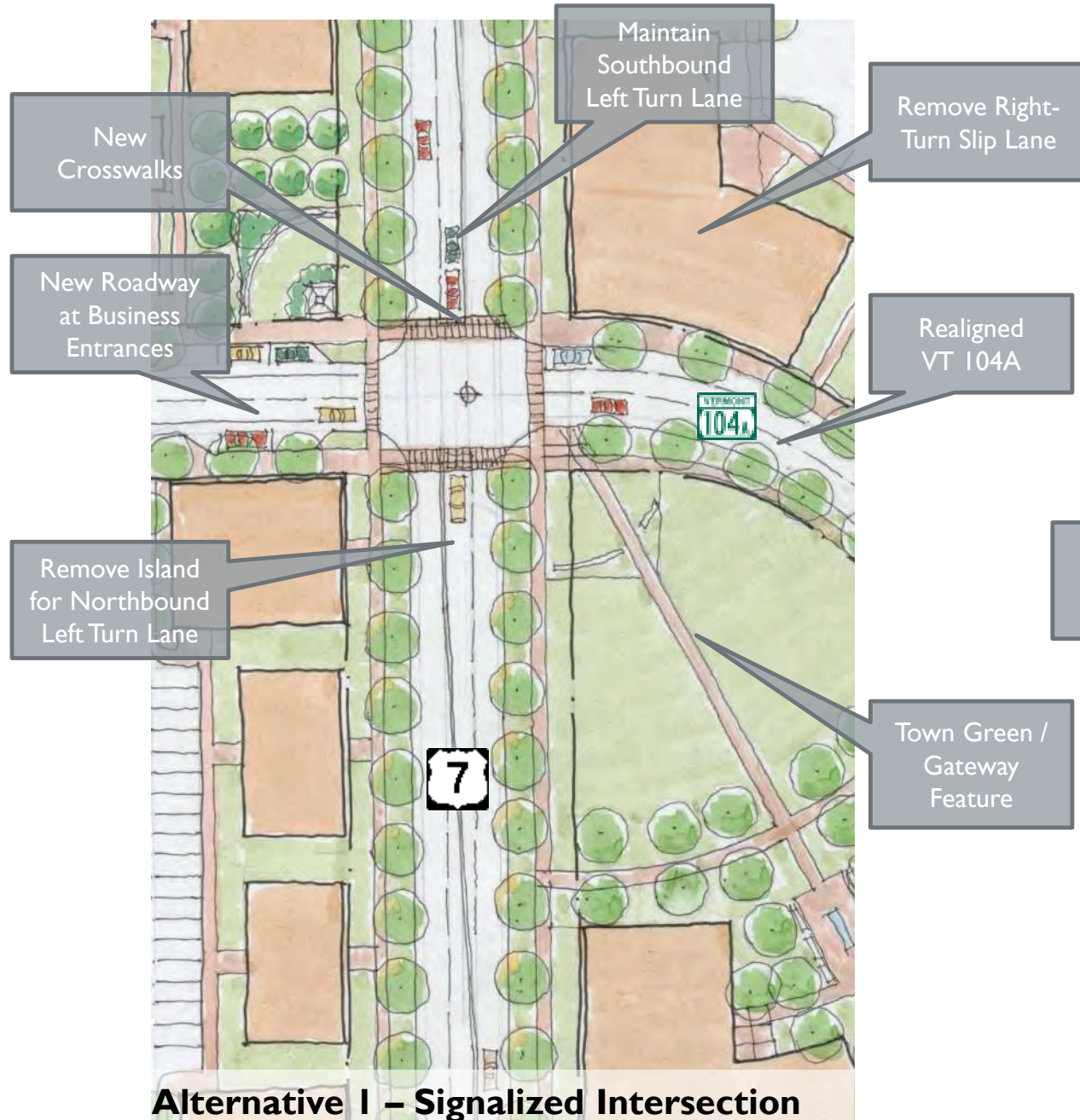


Alternative 1 – New Off-Ramp Alignment + Signal



Alternative 2 – New Signals + Turn Lanes

US 7 / VT 104A Intersection



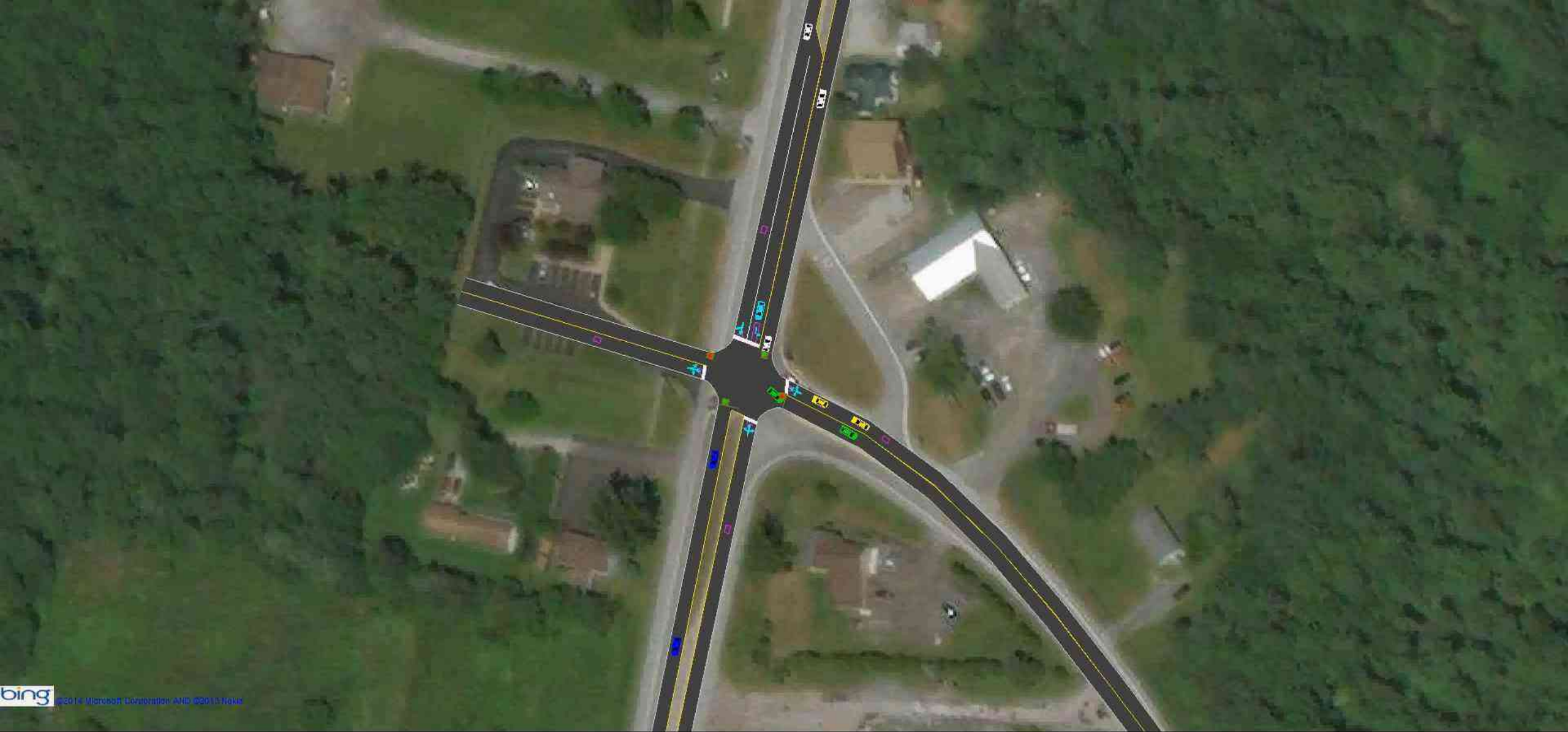
ALTERNATIVES EVALUATION

US 7 / VT 104A INTERSECTION

Evaluation Criteria	No Build	Signalized Intersection	Roundabout
Estimated Cost	\$0	\$800,000	\$3,000,000
Length of Construction	0 years	1 year	2-3 years
2026 Weekday Morning Peak Hour Operations	<u>Overall</u> : LOS D <u>VT 104A</u> : LOS F , 73 sec delay	<u>Overall</u> : LOS B , 16 sec delay <u>VT 104A</u> : LOS C , 22 s delay	<u>Overall</u> : LOS A , 8 sec delay <u>VT 104A</u> : LOS B , 11 sec delay
2026 Weekday Evening Peak Hour Operations	<u>Overall</u> : LOS C <u>VT 104A</u> : LOS F , 305 sec delay	<u>Overall</u> : LOS A , 9 sec delay <u>VT 104A</u> : LOS B , 14 sec delay	<u>Overall</u> : LOS A , 7 sec delay <u>VT 104A</u> : LOS A , 7 sec delay

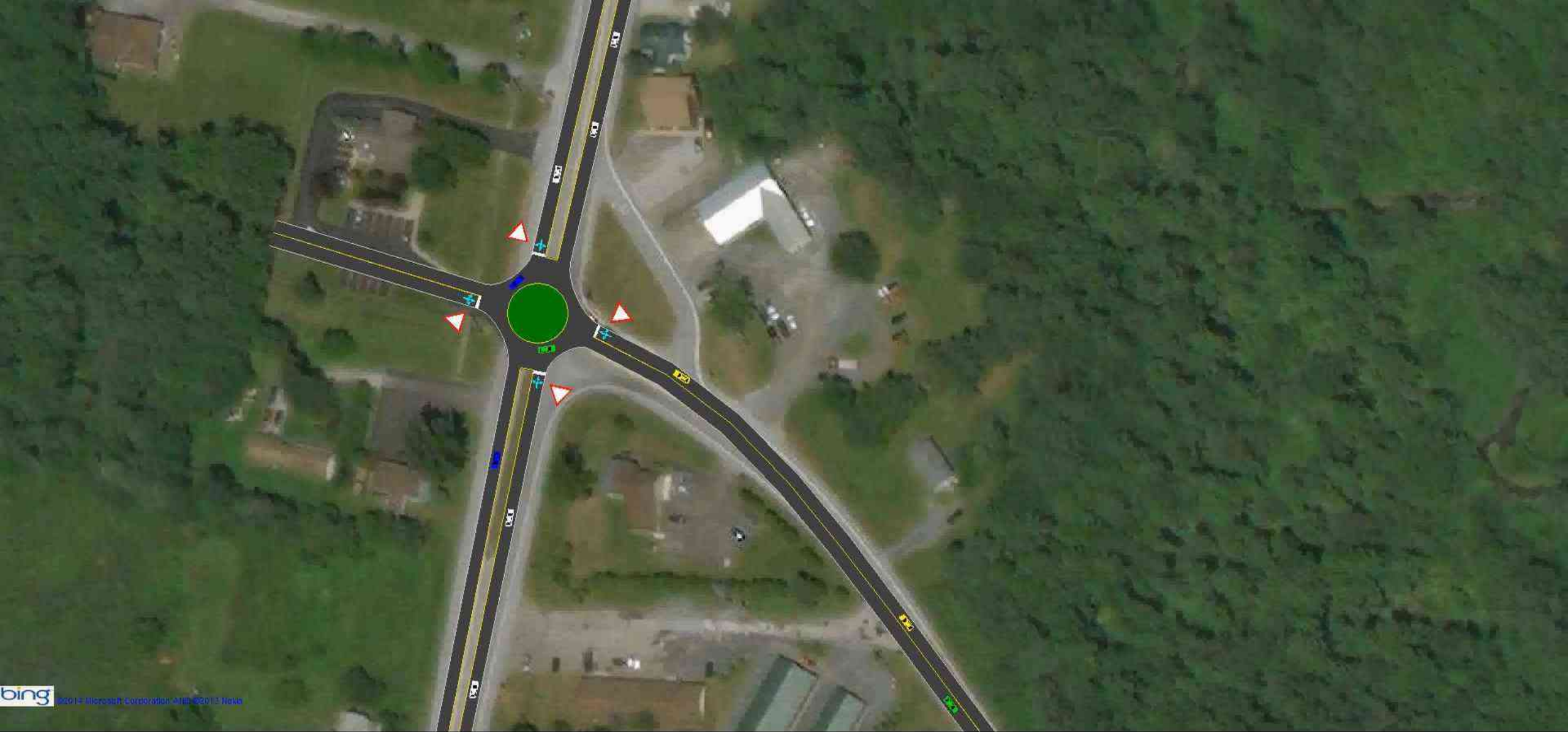


2026 PM Peak Hour – No Build



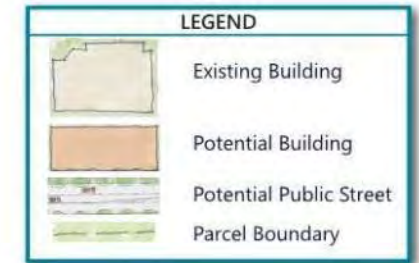
bing ©2014 Microsoft Corporation AND ©2013 Nokia

2026 PM Peak Hour – Signalized Intersection



2026 PM Peak Hour – Roundabout

Preferred Concept Plan

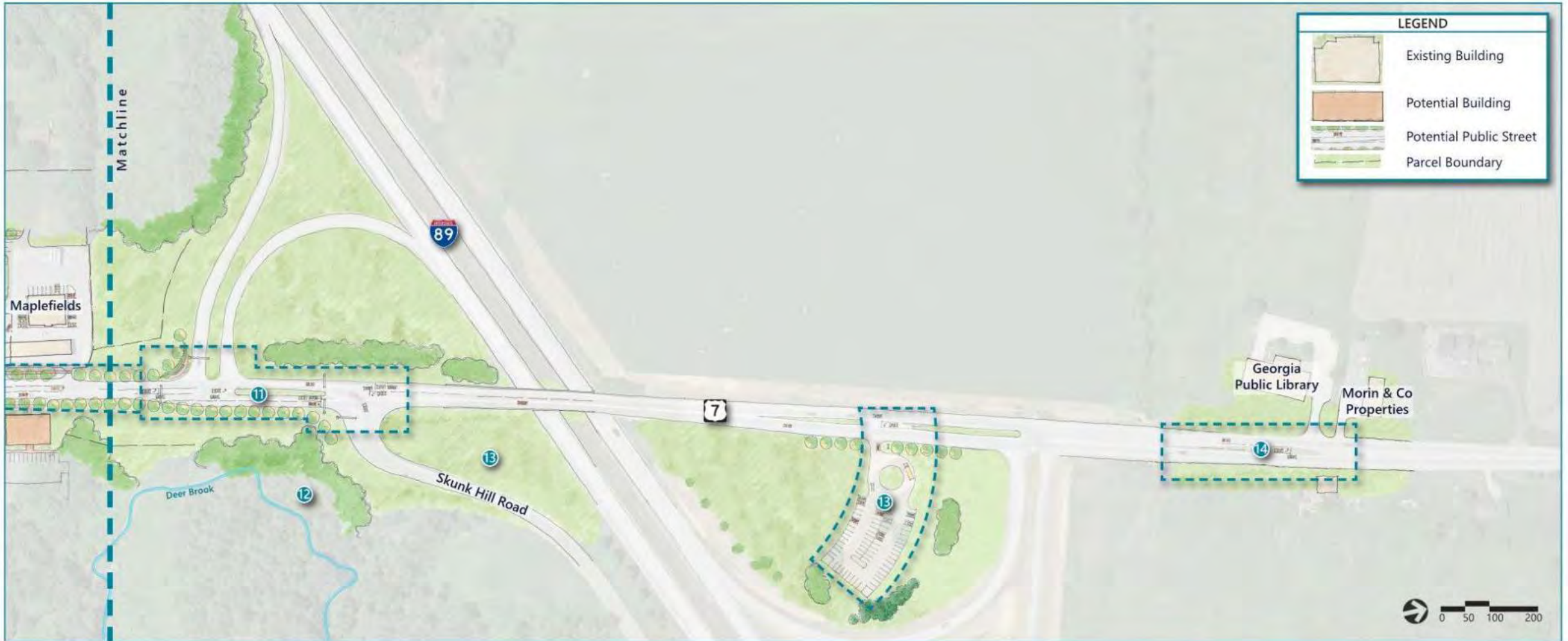


Option with Roundabout at intersection of US 7 & VT 104A

IMPROVEMENT PROJECTS

- 1 New Traffic Signal and Crosswalks:** Tighten radii to reduce speeds, add crosswalks
- 2 Ballard Road Turn Lane:** New dedicated turn lane
- 3 Ballard Road Sidewalk:** US 7 to Redeeming Grace Church
- 4 Grid Street Network:** To be constructed in coordination with adjacent land development
- 5 US 7 Streetscape:** Three-lane section with center turning lanes, crosswalks, sidewalks, on-street parking adjacent to Village Green and landscaping
- 6 "Fairbanks" Town Green:** Public gathering space to be constructed in coordination with adjacent land development
- 7 Connector Street:** To be constructed in coordination with adjacent land development
- 8 Gateway Park:** Public gathering space to be constructed in coordination with adjacent land development
- 9 VT 104A Streetscape:** Two-lane section with sidewalks and landscaping
- 10 US 7/VT 104A Intersection Upgrade:** New traffic signal or single-lane roundabout

Preferred Concept Plan



IMPROVEMENT PROJECTS

- 11 **189 Exit 18 Northbound Ramps & Skunk Hill Road Intersections:** Install new coordinated signal system at ramps and Skunk Hill Road, upgrade approaches
- 12 **Stormwater and Drainage:** Address drainage and bank erosion at the Deer Brook Gully
- 13 **Relocate and Expand Park & Ride:** Locate within existing highway right-of-way
- 14 **Reduce Median at Public Library:** To improve vehicular access for northbound vehicles

Implementation Matrix

Improvement	Description	Estimated Cost**	Timeline
Ballard Road Sidewalk	Five-foot uncurbed concrete sidewalk from US 7 to Redeeming Grace Church	\$300,000	Short-Term
Drainage Improvements	To be coordinated with NRPC, Stone Environmental, and other stakeholders	TBD	Short-Term
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US 7 / Ballard Road Intersection Upgrade	New traffic signal, tighten radii to reduce speeds, add crosswalks on Ballard Road and on Southbound US 7 approach	\$440,000	Mid-Term
Ballard Road Turn Lane	New 100-foot dedicated left turn lane	\$40,000	Mid-Term
US 7 / VT 104A Intersection Upgrade	TBD	TBD	Mid-Term
Park and Ride	Remove existing Park and Ride and relocate within existing highway right-of-way	\$900,000	Mid-Term
Grid Street Network	One mile of new roadway to be constructed in coordination with adjacent land development	\$5,300,000	Long-Term
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Town Green	Public gathering space along US 7 to be constructed in coordination with adjacent land development	\$300,000 - \$1,000,000	Long-Term
Connector Street	Connector street between US 7 and VT 104A to be constructed in coordination with adjacent land development	\$900,000	Long-Term
Gateway Park	Public gathering space between the connector street and VT 104A to be constructed in coordination with adjacent land development	\$300,000 - \$1,000,000	Long-Term
VT 104A Streetscape	Two-lane section with sidewalks and landscaping from US 7 to Yankee Park Road	\$1,900,000	Long-Term
I-89 NB Ramps and Skunk Hill Road Intersection Upgrade	New connected traffic signal and left turn lane on I-89NB off ramp	\$900,000	Long-Term

NEXT STEPS



- Informal Vote on Preferred US 7 / VT 104A Intersection Design – March 2019
- Draft Transportation Master Plan
- Final Transportation Master Plan

Georgia South Village Transportation Master Plan

February 20, 6 PM

Georgia Elementary School - Small Gym

Name	Address	Phone and/or Email
1 Madeline Clark	— SA Messenger —	—
2 David Vincent Sr	94 Heritag 3 Georgia	
3 Charles Cross	85 Ballard Rd Georgia	
4 Dee McGrath	256 Musket Circle	mcgraths4@gmail.com
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6 CLARENCE BISHAW	289 WALLER RD	
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18 Cindy Lang	863 Ethan Allen Hwy	
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	Name	Address	Phone and/or Email
31	B.J. Walters	392 Austin Rd.	802-598-2333
32	Jim HARRISON	Box 2098 GEORGIA	Jim@HARRISON 802-849-6688
33	BRN RICHARDS	80 VILLAGE DR EXT	802 598-6722
34	FRANK GORE	214 MAYOR	FRANK@802MALIC.COM
35	Ed Ballantyne	1959 Ethan Allen Hwy	ejbtyne@comcast.net
36	Dayle V. Guad	Nahalo Dr. Georgia	DVG@yo
37	Guadalupe	Guadalupe Rd	DVGuad@Yahoo.Com
38	Sara Powell	54 Bates Rd	sarampowell@comcast.net
39	Bay Bostford	Georgia Market	georgia.market@vt@gmail
40	KEVIN AMISA	26 BAWARD RD	KAMISA@juno.com
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GEORGIA SOUTH VILLAGE TRANSPORTATION MASTER PLAN

SELECTBOARD MEETING



APRIL 22, 2019

AGENDA

Review of Scope and Schedule

Review of Project Goals

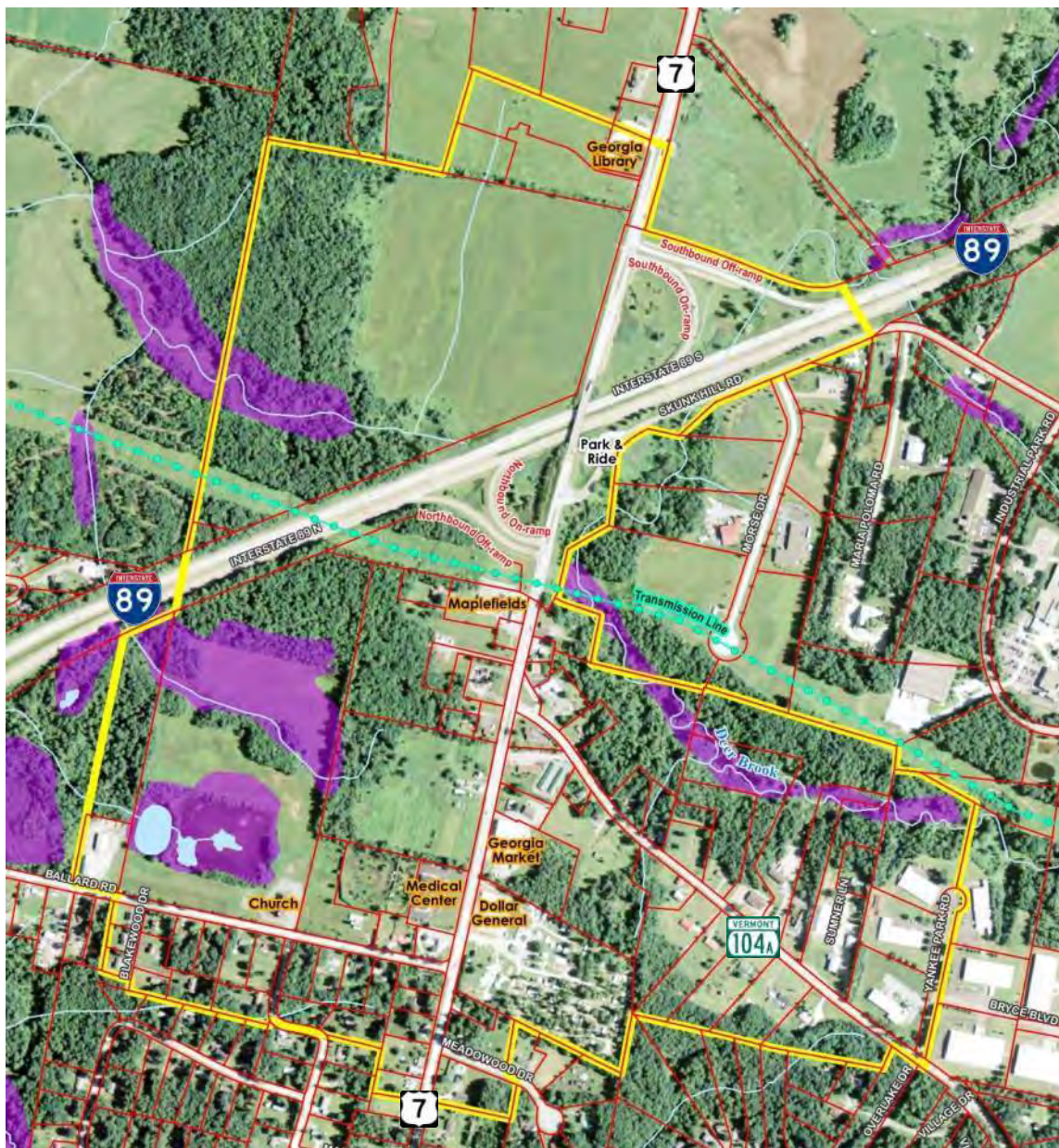
Proposed Improvements

US 7 / VT 104A Intersection Discussion

Next Steps

Project Kick-Off	<i>February 7, 2018</i>
Existing Conditions Assessment	<i>February – March</i>
Public Meeting #1	<i>April 9th</i>
Steering Committee Meeting #2	<i>April 30th</i>
Draft Concept Plan/Design Alternatives	<i>April – May</i>
Steering Committee Meeting #3	<i>June 20th</i>
Public Meeting #2	<i>July 25th</i>
Preferred Concept Plan	<i>July - September</i>
Steering Committee Meeting #4	<i>September 25th</i>
Public Presentation of Master Plan	<i>February 20, 2019</i>
Selectboard Endorsement of Master Plan	<i>Tonight</i>

SCOPE AND SCHEDULE



PROJECT AREA

PROJECT GOALS

Create a Transportation Master Plan for Georgia's South Village District to encourage **dense future development**, improve **accessibility** for all modes of transportation, and provide a **livable village** for residents, visitors, and businesses.



Existing Land Use Patterns

- Large Building Setback
- No Sidewalks
- Numerous Driveways
- No Street Trees



ALTERNATIVES EVALUATION

- Baseline Improvements
- Village Alternatives
 - Land Use and Development Pattern
 - Exit 18 Interchange
 - US 7 / VT 104A Intersection



Preferred Concept Plan

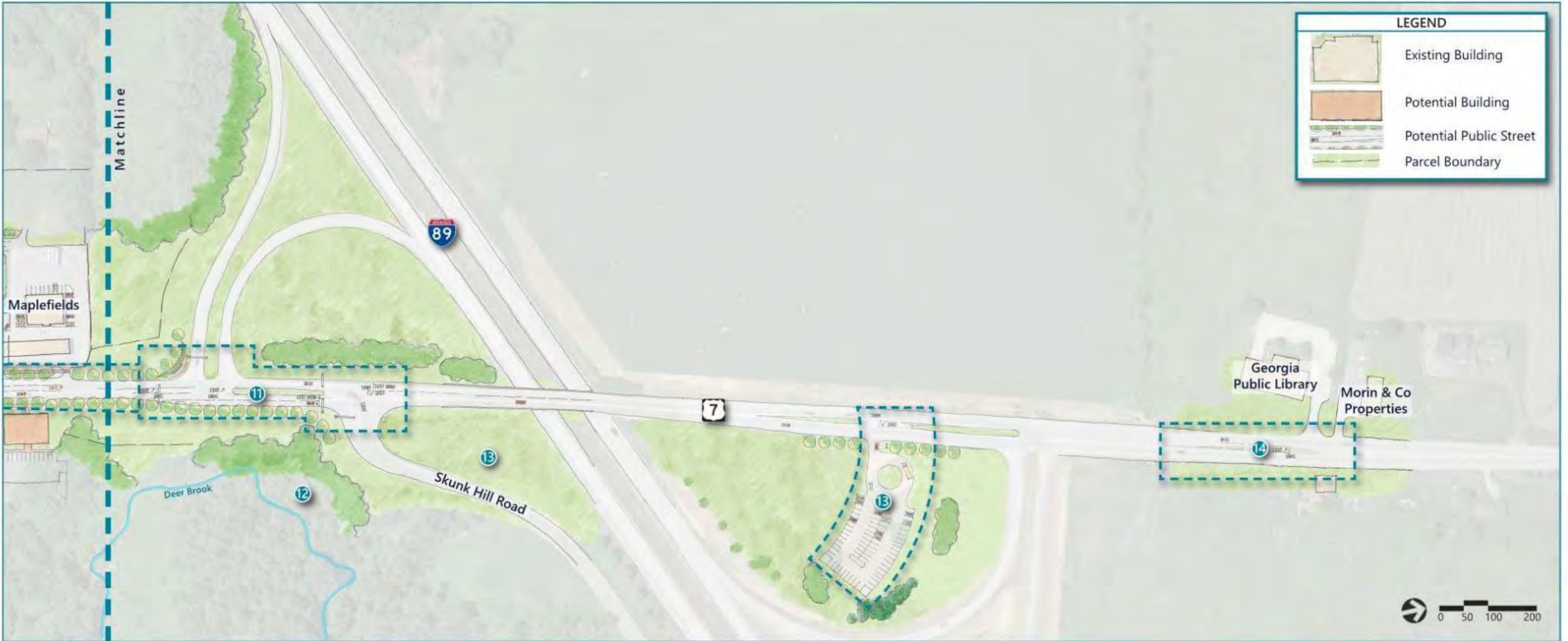


Option with Roundabout at intersection of US 7 & VT 104A

IMPROVEMENT PROJECTS

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Preferred Concept Plan



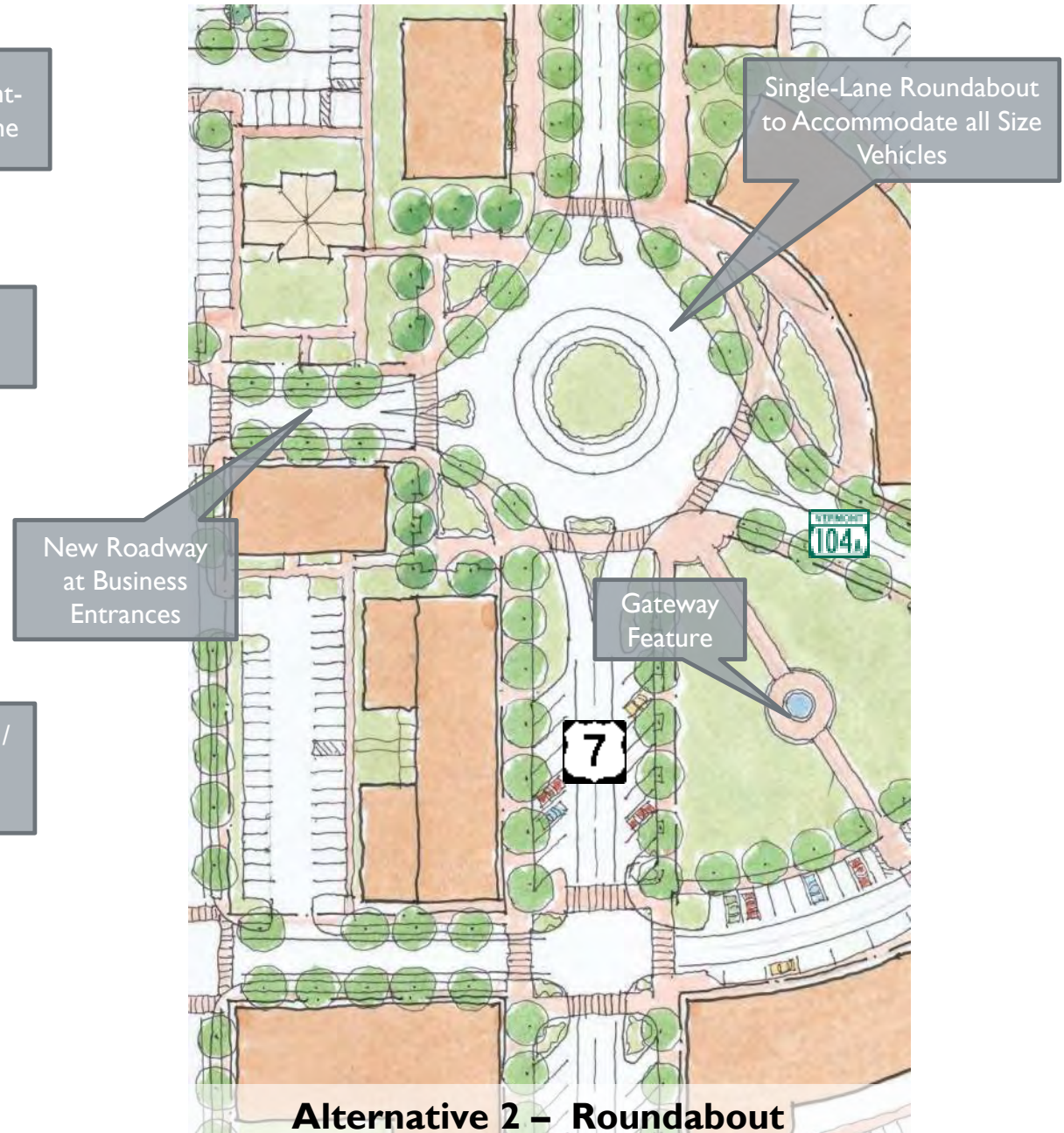
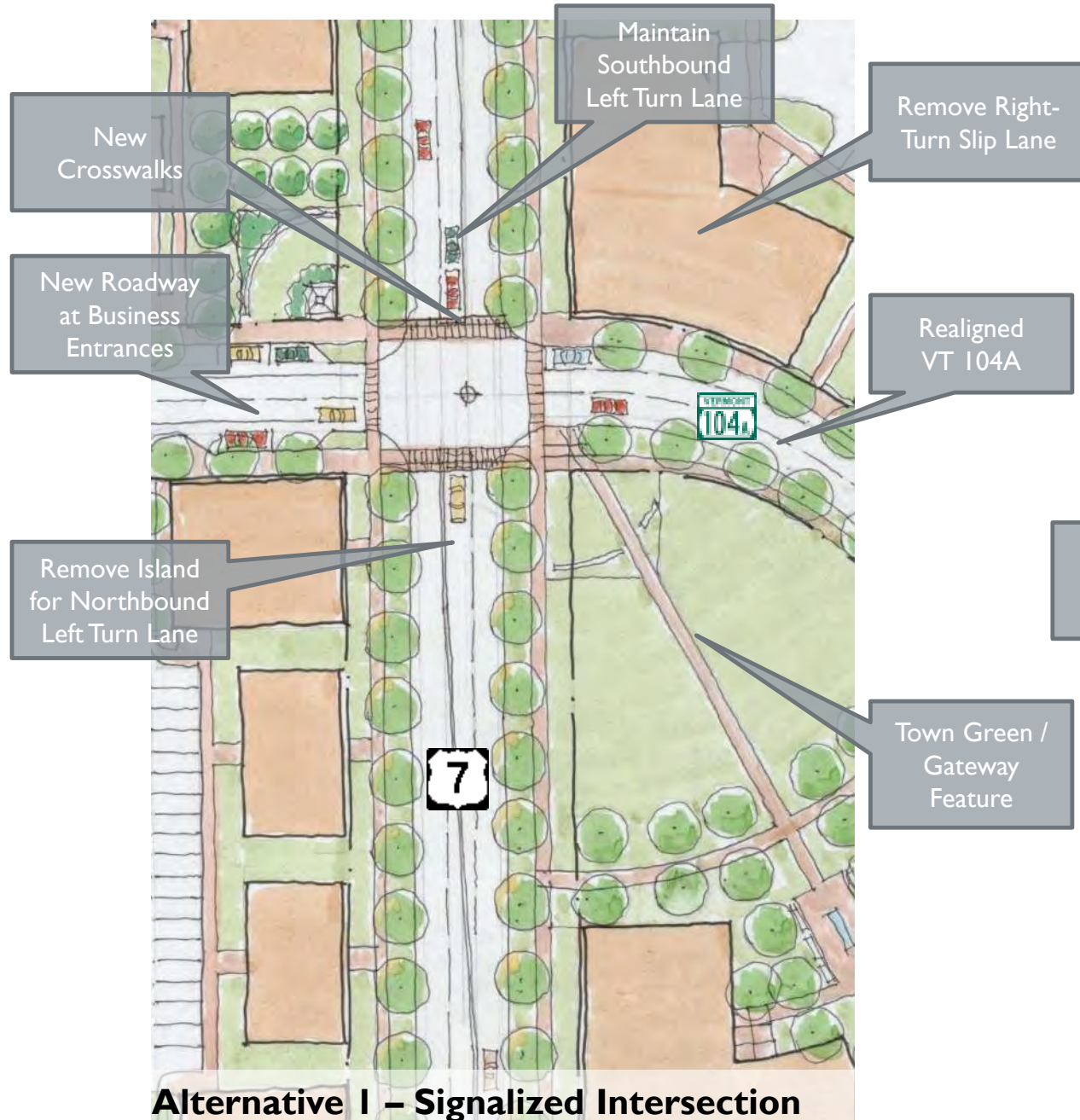
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Ballard Road Turn Lane	New 100-foot dedicated left turn lane	\$40,000	Mid-Term
US 7 / VT 104A Intersection Upgrade	TBD	TBD	Mid-Term
Park and Ride	Remove existing Park and Ride and relocate within existing highway right-of-way	\$900,000	Mid-Term
Grid Street Network	One mile of new roadway to be constructed in coordination with adjacent land development	\$5,300,000	Long-Term
US 7 Streetscape	Three-lane section with center turning lanes, crosswalks, sidewalks, on-street parking adjacent to park, and landscaping from VT 104A - Ballard Road. Sidewalks on US 7 can be implemented as a more short-term project. The longer term streetscape should be completed in coordination with potential water and wastewater infrastructure.	\$2,000,000	Long-Term
Town Green	Public gathering space along US 7 to be constructed in coordination with adjacent land development	\$300,000 - \$1,000,000	Long-Term
Connector Street	Connector street between US 7 and VT 104A to be constructed in coordination with adjacent land development	\$900,000	Long-Term
Gateway Park	Public gathering space between the connector street and VT 104A to be constructed in coordination with adjacent land development	\$300,000 - \$1,000,000	Long-Term
VT 104A Streetscape	Two-lane section with sidewalks and landscaping from US 7 to Yankee Park Road	\$1,900,000	Long-Term
I-89 NB Ramps and Skunk Hill Road Intersection Upgrade	New connected traffic signal and left turn lane on I-89NB off ramp	\$900,000	Long-Term

US 7 / VT 104A Intersection



ALTERNATIVES EVALUATION

US 7 / VT 104A INTERSECTION

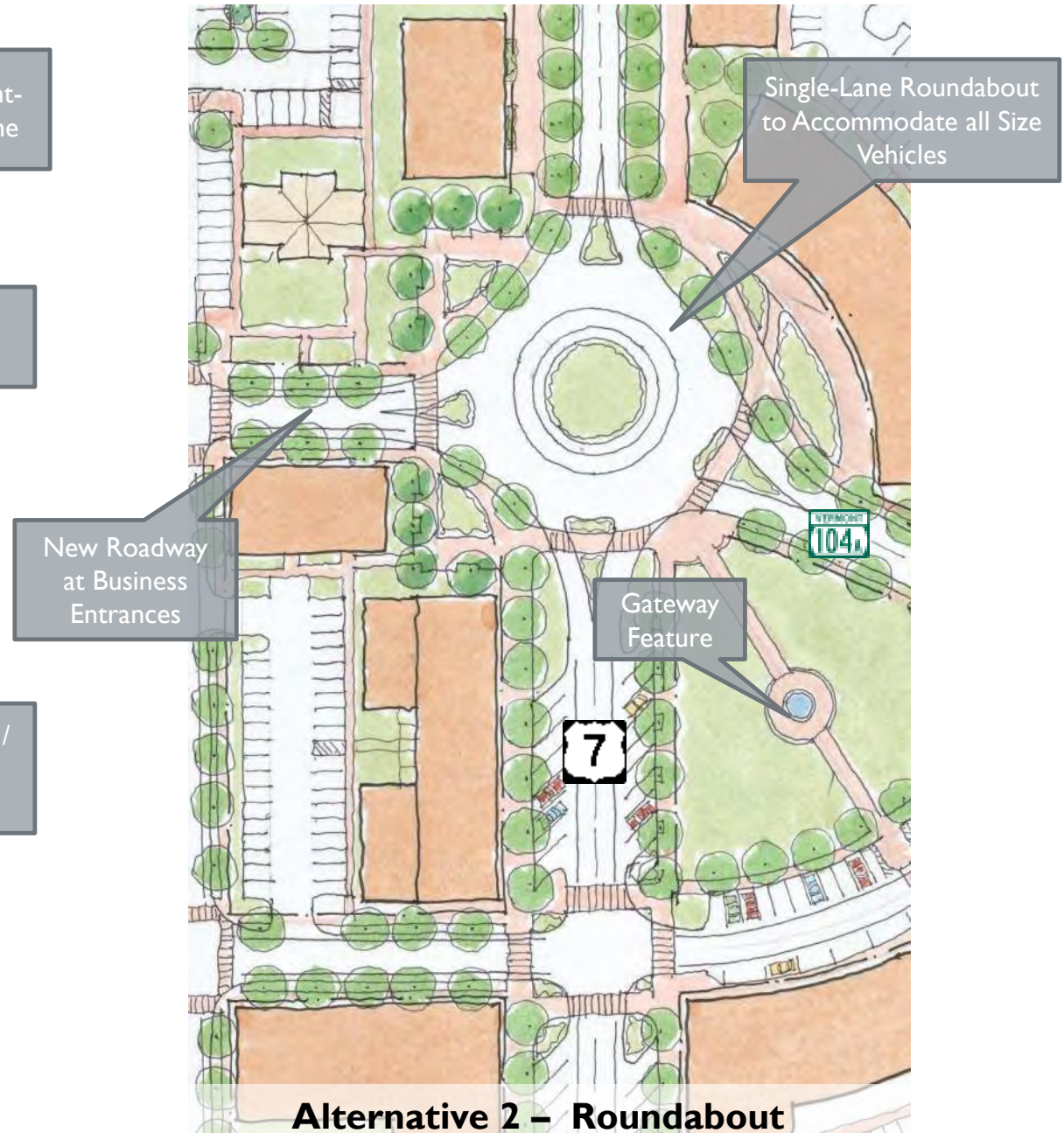
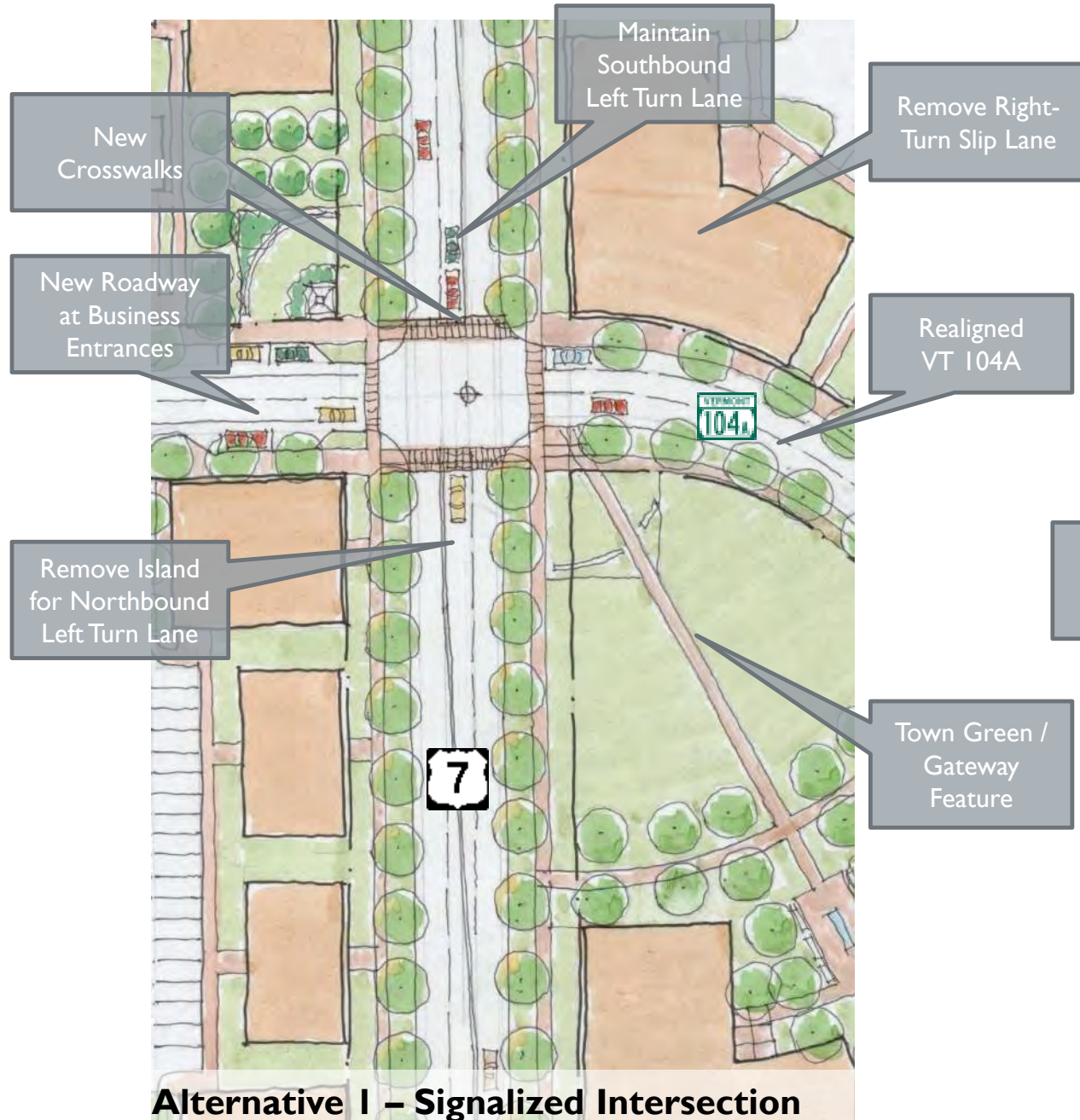
Evaluation Criteria	No Build	Signalized Intersection	Roundabout
Estimated Cost	\$0	\$800,000	\$3,000,000
Length of Construction	0 years	1 year	2-3 years
2026 Weekday Morning Peak Hour Operations	<u>Overall</u> : LOS D <u>VT 104A</u> : LOS F , 73 sec delay	<u>Overall</u> : LOS B , 16 sec delay <u>VT 104A</u> : LOS C , 22 s delay	<u>Overall</u> : LOS A , 8 sec delay <u>VT 104A</u> : LOS B , 11 sec delay
2026 Weekday Evening Peak Hour Operations	<u>Overall</u> : LOS C <u>VT 104A</u> : LOS F , 305 sec delay	<u>Overall</u> : LOS A , 9 sec delay <u>VT 104A</u> : LOS B , 14 sec delay	<u>Overall</u> : LOS A , 7 sec delay <u>VT 104A</u> : LOS A , 7 sec delay

DISCUSSION & NEXT STEPS

- US 7 /VT 104A Final Discussion
- Selectboard Approval of Transportation Master Plan

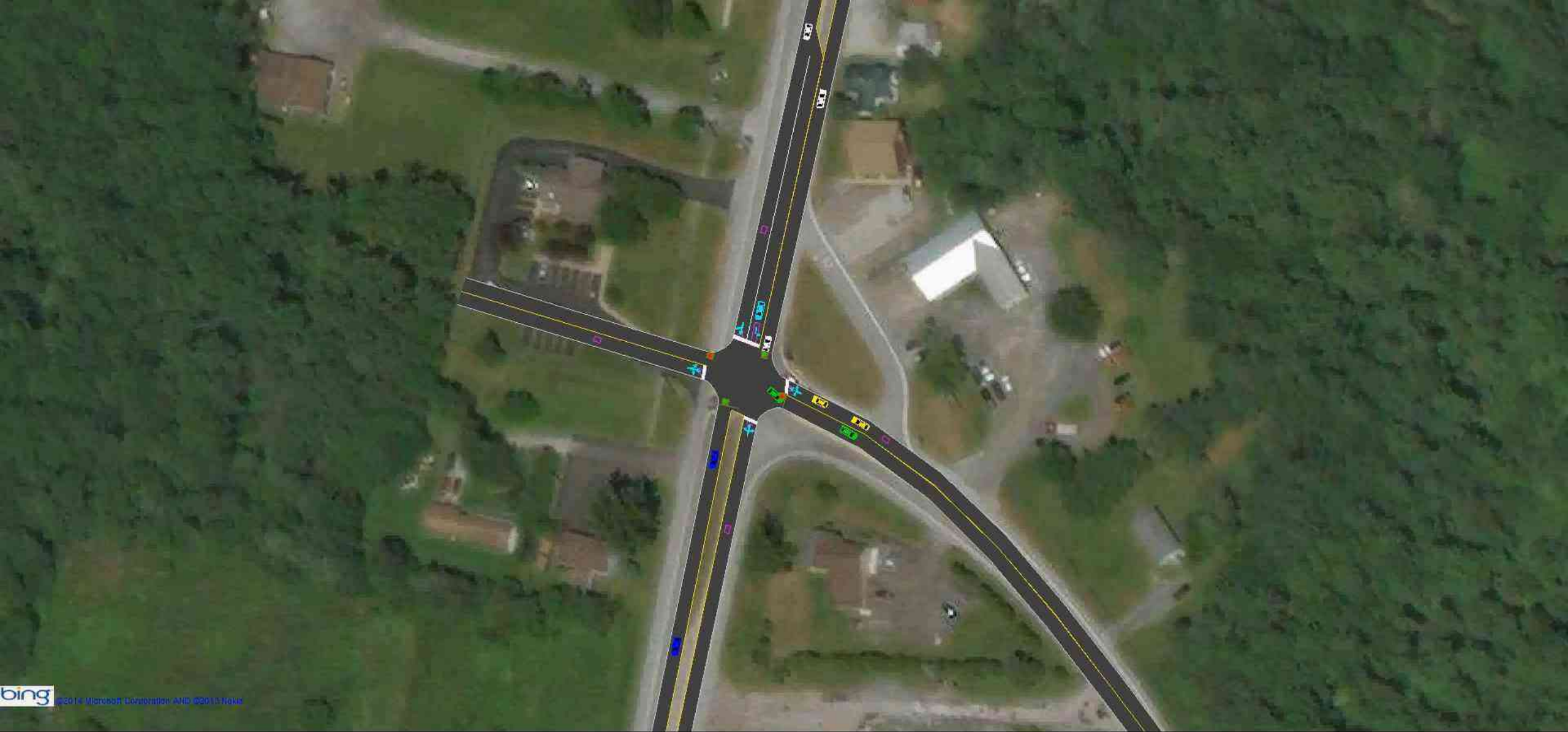


US 7 / VT 104A Intersection

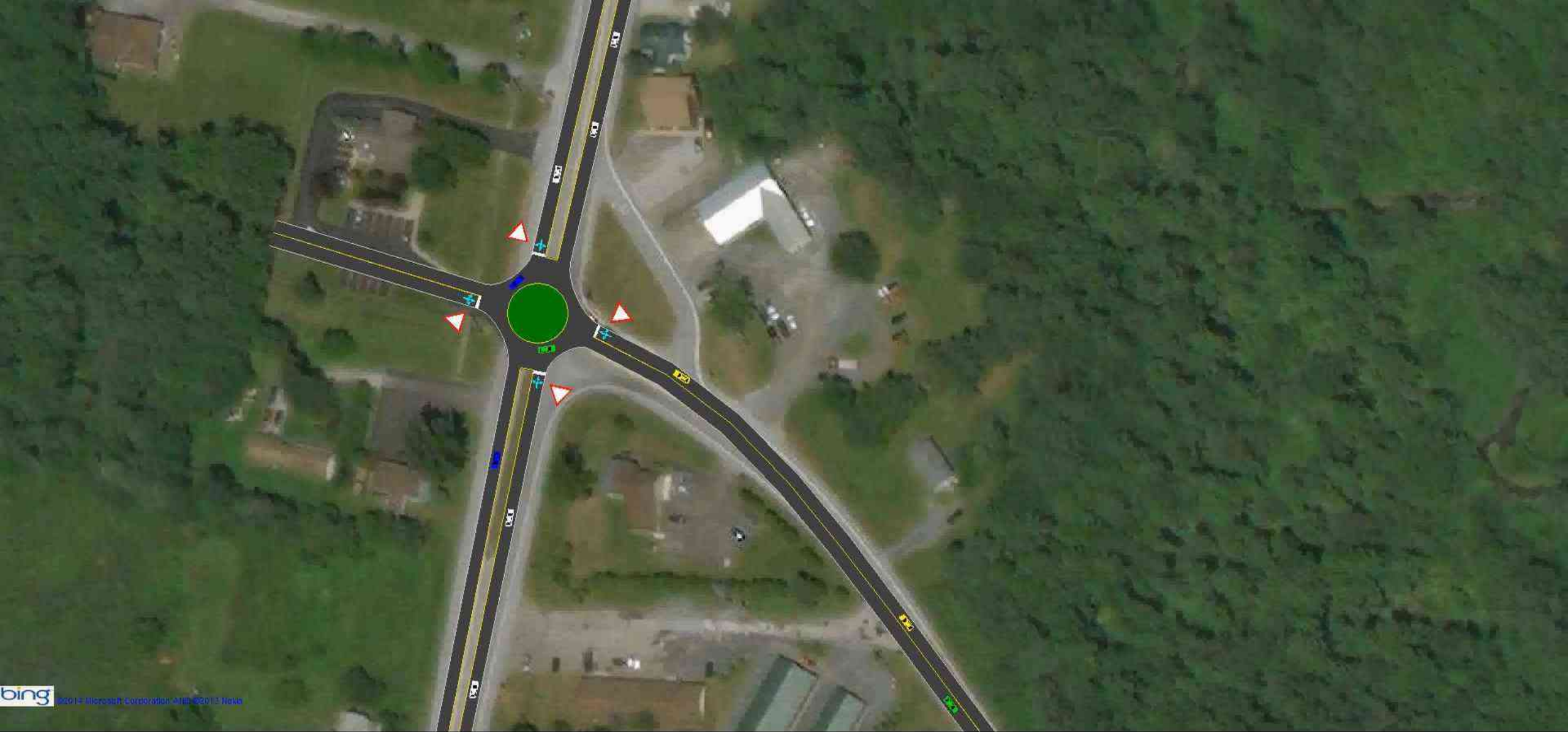




2026 PM Peak Hour – No Build



2026 PM Peak Hour – Signalized Intersection



2026 PM Peak Hour – Roundabout

**Georgia Selectboard Meeting
Chris Letourneau Meeting Room
Monday, April 22, 2019
6:00 p.m.**

Approved: **Unapproved**

Present: Selectboard: Matt Crawford, Deb Woodward, Jason Burt, Steve Lamos, and Tara Wright;
Mike McCarthy, Town Administrator; Amber Baker, Treasurer

Absent: None

Public Present: Erica Quallen-VHB, Taylor Newton – NWRPC, Zev Werts, Walter Warner, Maurice Lamothe-VSP, Troy McBride, and Sara Mott

The Selectboard had a general discussion regarding the South Village Transportation District Master Plan. There were three town wide public hearings regarding this Master Plan. Then the Selectboard also hosted a departments/commissions hearing, by invitation, to get feedback. At the end of that we arrived at consensus that we would support the draft concepts, and we would support all the preferred concepts with traffic lights and signaling versus a roundabout to support a South Village District environment. Regarding the traffic light, the only area of discussion was really at 104A and Route 7 intersection.

As far as the South Village Plan goes, it breaks it down into two maps. We are basically saying that we accept the 1-14 criteria. The Planning Commission, representing development in Town, was in agreement with us in our consensus that that was the best choice to support our end goal.

After a brief discussion, it is the general consensus that the Selectboard would like to remove #7, which is the connector street, out of the project discussion. The Selectboard also agreed that #14, that they would like to see a repositioning of the park and ride that is currently located on Skunk Hill, where to relocate is none of the Selectboard's business, we just agreed that we should have an improved commuter parking area. The Selectboard also agreed that we should take out the medians in front of the Library. We have until April 26th to make our comments.

Matt joined the meeting at 6:30 p.m.

The Selectboard continued their discussion regarding the South Village District Master Plan.

Matt called the regular meeting to order at 7:00 p.m.

Additions/Deletions to the Agenda: None

Public Appearance:

Taylor Newton-Northwest Regional Planning Commission and Erica Quallen – VHB Engineering. We are here to do one final review of the South Village Master Plan Project. Erica from VHB is our consultant who will walk you through the broad overview and also to try to look at some more specific transportations from US Route 7 to Route 104A area.

Erica went over the project progress up to date. We have arrived at a preferred concept plan and have a very close to final, draft transportation plan that you all have in front of you. Tonight we are looking to get an endorsement on the plan and any edits you have to finalize the report. We are over time, but not over budget.

Matt wants to add, just because there was some confusion in the general public, this is agnostic of current landownership and it pretends the best case scenario of development in that area, however, just because somebody's property doesn't show up there, doesn't mean it is being eliminated or is being discussed for future development, it just agnostic of who owns what. We just wanted to put this on record.

Motion made to endorse the preferred South Village Transportation District Master Plan, and it is the consensus of the Georgia Selectboard to support the preferred concept of traffic lights, as was supported by 51% of the Georgia voters for the traffic controlling devices. The preferred concept with the signalization supports the South Village Concept that is being pursued through our regulation, made by Deb, second by Steve. No further discussion. All in favor.

Matt asked Taylor, while he was here, about the "preferred" solar citing. Taylor states that there is no short answer, Regional Planning, the full board, will make a decision on preferred site requests tomorrow night at their board meeting. Regional has a Regional Energy Plan that speaks to what "preferred" sites are specifically, Georgia does not have this plan. Which means that the Town doesn't have a lot of guidance in their policies to make a decision, very few towns do. The best guidance that you have is located in your Town Plan. The whole preferred site discussion is complicated. There is a piece of legislation right now being discussed about changing the definitions, there are also proposed changes to the rules in front of the Public Utility Commission which would change how preferred sites are dealt with. It is complicated. Taylor will email Mike on what his Board decided at their next meeting. The Selectboard thanked Taylor and Erica for coming in and speaking to them.

Zev Werts and Walter Warner – Cub Scout Pack 842. Representatives of the Cub Scout Pack 842 are here regarding the sale of snack items at the Georgia Beach. We are the new Treasurers of the pack and we want to help the children raise as much money as possible, but do it in a way that it is not just good for the pack, but good for the community as well.

We have spoken to the school and we are going to sell concessions, only healthy snacks, in the spring at the school, but we would also like to be able to sell snacks during spring baseball and during other events at the Beach. They have also spoken with the Little League and states that the Little League doesn't have a problem with the Cub Scouts selling anything.

We will take a portion of our proceeds, we haven't determined how much yet, and send it to the Georgia Food Shelf. We want to teach the children how to take care of themselves, but also take care of others in the community.

It is the general consensus of the Selectboard to have the Pack work with Bob Larose, Beach Supervisor, as he may have a best place to set up and to also work with other entities like Little League to not compete with anyone to set up a snack table at the Beach.

Todd Cadieux – Highway Foreman/Road Commissioner. Todd is here to discuss the Highway Department's Capital Budget proposal. Todd went through the capital plan and re-worked it with Amber.

There was a couple of things off the original one that Todd thought maybe should be a little bit more concerning or should take precedence over other things. Todd gave the Selectboard copies of this so they can see where the difference is.

Going through the capital budget, most of it was already on the capital plan, Todd just moved a couple of things up a little sooner, especially if we are going to move towards a loader instead of another backhoe. There are different benefits from having a loader compared to a backhoe. There is a 3 yard bucket, instead of a 1 yard, there would be a lot less time loading trucks. Instead of moving sand up the sand pile one yard at a time, we would be moving three yards. There will be a safer view when you are working around the trucks and the equipment. The only disadvantage that Todd really can see with it is it leave us with only one machine to dig our ditches with. The current backhoe is a 2012, it should serve the purpose for now.

Todd was also looking at purchasing a used excavator in 2022 just for ergonomics and more productivity. How does purchasing a used excavator, compare with contracting with an excavator company on an as needed basis? A used excavator, for a decent one is about \$90,000. How much excavating could we get from a local contractor for 90,000? We probably could get quite a bit for that price. It is something to think about. If we went with hiring that out for a few years, until we got to the point of buying one, we could compare and see which the better option for us is.

This would definitely be a budget discussion. We have to be aware that this will show up quick in the budget and before we start talking with any other department if we support these goals, we are going to have to tell someone else no. We can't have half a million dollars in new equipment come through in five years and not have to have some difficult discussions with others. The Selectboard will take this under advisement when they look at the capital budget further.

Todd is also coming to the Selectboard and asking to replace the backhoe this year. We would have to take out a loan and then it would go through next year's budget. This would come in as money in and money out for a loan. Lease Return is what Todd is looking to purchase. There was a general discussion regarding the funding for the new purchase. Amber will do some research to look at the legality of it and bring it back to the Selectboard.

There was a general discussion regarding the capital budget for the Highway Department. Todd is concerned about that outside this five year capital budget, we have to purchase a grader that is going to be over \$400,000.

Motion made to table the discussion regarding all of the capital budget items that Todd has presented so the Selectboard can look at it further and understand it, made by Steve, second by Jason. No further discussion. All in favor.

Todd has a roadside mower that he has to purchase out of impact fees. He has his quotes. He is looking for permission to purchase it. The quotes are all for the same machine and they range from \$4,547.96 - \$5,525.00. The Selectboard put \$10,000 in the budget for the mower. It is the general consensus of the Selectboard for Todd to purchase the roadside mower.

The outdoor furnace is having issues again. It has now sprung multiple leaks, has a bad circulator pump, the insulation underneath has all been burned., the front door wires are all burnt off. After a general

discussion the Selectboard would like Todd to gather some quotes for some alternative heating and a quote to repair the outdoor boiler. Basically what they are looking for is a cost benefit analysis. Todd will get this information to the Selectboard.

Green Up Day. Todd, Mike and Rob from the Conservation Commission met with Paul Lambert, who is the Georgia Representative on the Northwest Solid Waste District Board. The message that went out regarding Green Up day was not their intent, it wasn't worded right. We will be charged for tires and large items, so Rob is making an effort to not have tires and large items picked up by the general public on Green Up Day. However, the Highway Department will do it in advance of Green Up Day. They will go around town and then take it to the Highgate Transfer Station, where it will be cheaper.

Maurice Lamothe – Vermont State Police. Lt. Lamothe is here to check in. The contract is up for renewal and wanted to make sure there were not any questions before the contract is signed. The Selectboard had a brief discussion regarding staffing with the Vermont State Police.

Motion made to approve the Vermont Department of Public Safety Enforcement Services Contract for May 1, 2109 – April 30, 2020, with the Town Administrator signing on behalf of the Selectboard, made by Deb, second by Tara. No further discussion. All in favor.

Lt. Lamothe heard that Georgia will be doing some music concerts this year. Lt. Lamothe asked that they be notified prior to the concert so they can have someone in the area to patrol. Things are going pretty well in Georgia as far as Lt. Lamothe can tell.

Troy McBride – Norwich Solar Technologies. Matt sent an email to Conservation to see if they have weighed in on the solar citing on Ethan Allen Highway, he hasn't received anything back as of yet. Matt will forward anything he gets back from the Conservation.

Bill Hinman submitted information regarding the solar cite; the assessment is all controlled by Statute. There are specific guidelines that he must follow.

Motion made to approve and sign the preferred citing letter drafted by the Planning Commission to Norwich Solar Technologies, made by Deb, second by Steve. No further discussion. All in favor.

Review of Minutes:

Minutes of the April 8, 2019, regular meeting and minutes of the April 10, 2019 special meeting were reviewed and discussed.

Motion made to approve the 4/8/19 regular meeting minutes and the 4/10/19 special meeting minutes, with the changes discussed, made by Deb, second by Steve. No further discussion. All in favor.

Review of Warrants:

Previously approved Check Warrant Report PR#15, PR #16, AP #24 and AP #25 was reviewed. It is the general consensus to accept the previously approved check warrant.

Motion to approve Check Warrant Report AP #26 for the general fund, made by Deb, second by Steve. No further discussion. All in favor.

Selectboard Concerns:

1. Has Mr. Nye been invited to an event? Have we reached out to him? Mike states that it is not set in rock, not to his knowledge, he has not specifically been invited. That will be occurring post haste. The date is still set in stone and we will be moving forward with making it happen, if he is available.
2. Carl Rosenquist Resolution. Deb and Tara had the opportunity to talk to Carl Rosenquist and he is going to try and move the Resolution for Ric forward down at Montpelier and have that available to present on May 10th. Let's make sure that we reach out to the man of honor.
3. DRB Sub-Committee. When will they be having their first sub-committee meeting? Mike states that they have had one meeting already and they will be meeting one more time and then they will be all done and ready to present their recommendations to the Selectboard.
4. Land Trust Sugarbush. Did we forward a copy of the fully executed Land Trust Rainville Sugarbush Contract to Bill Hinman, Assessor? Mike states that he did forward a copy and that there were no issues with it.
5. Box Culvert. Where in the agenda tonight are we going to talk about the Town Highway #6 box culvert engineering and grant? We had email traffic about it, but it is not on the agenda. Mike states that it is well in the works. All of the stuff has gone to Cross Engineering. They are moving forward with information as we need to. Deb asks what the new dollar amount is, are they sticking by the \$12,000 or are they going to give us a breakdown. Mike states they will give us a breakdown of the \$12,000.

So we spent \$19,000 not five years ago and now we are going to spend another \$12,000 five years later. Mike states that it is for a different operation, a whole different function. We didn't budget for the \$12,000. The Selectboard believes that this engineering is appropriate for the reserve funds, Amber states that it is. We need to make sure that Mike works with the Treasurer to make sure that the engineering money doesn't touch the construction money, it doesn't touch the grant money, and everything stays on its own line. The next agenda when the Selectboard meets in May will have the breakdown of where that \$12,000 is coming in and a timeline of the project as well.

6. Purchase of the 5.4A Gilmond Land. There are some things that we have to accomplish between now and when we actually are able to purchase it. One is to get the survey, Mike states that it is in the works. Second, the perk test will follow once we have the survey back.

6. Outside Audit question for Amber. Did we close everything that we needed to close for the outside audit? Tara wants to make sure that there is nothing falling off of our unfinished business. Tara saw the email about inter fund borrowing, is there anything that we need to go back to the audit company with to get to that point? Amber said she has sent him an email, but she hasn't followed up yet. She will get back to them next week.

Amber reads it both ways when it comes to inter fund borrowing. She reads it like Deb does, that we can borrow from ourselves, but at the same time we didn't ask the voters to inter fund from our own reserves.

Amber can look at it both ways and see it from two perspectives. Amber will do some more research and bring it back to the Selectboard. If we had to, the Selectboard could do an article for Town Meeting and ask the voters to inter fund balance.

7. Ash Tree Committee. We said we were going to form a committee for the ash tree issue. Can we put that on “unfinished business” as well? Mike states that some people have started the inventory already. The Highway Department has already cut down a couple of trees in other work. We still need to form a committee and get other people involved. We probably should have a committee to, at the very least, review the results and to set the plan in place.

8. Evaluations. The Selectboard have talked about doing evaluations mid-way through, that is not on “unfinished business” either. We need to get these on the agenda as well.

With the evaluations come the job descriptions. We need to get everyone’s job description nailed down. We had the Town Administrator spear heading this but there is a certain level of immediacy for these now. Steve asks how far along are the job descriptions? Mike states that he only has a couple done. Mike has been pulling from the VLCT templates and starting that way. We should ask the employee what they do every day so that can be included. Mike states that this hasn’t been a hot point on his plate at this time.

Unfinished Business:

1. Discussion regarding Planning Commission Rules of Procedure and Conflict of Interest Policy. This is required by statute and is something that has been done for years, using the same forms. Zoning does the same thing. Copies of zoning also available for review. Informational.

2. Solar citing question to Regional Planning. E-mail response from Taylor Newton is in your packets. Please see public appearance section for discussion.

3. Roadside inventory of ash trees. Well under way by both volunteers and highway crew. Please see discussion under Selectboard Concerns for discussion.

4. Green Up day concern. Please see public appearance section for discussion regarding Green Up Day.

It is the general consensus of the Selectboard to invite Paul Lambert, Georgia representative to the Northwest Solid Waste District to come in and talk with the Selectboard.

5. Legal billing. Stitzel Page and Fletcher will send with breakdown showing the three hours used from VLCT. Informational.

6. Discussion with VIS regarding unpaid bill and finishing work. Matt and Mike have met with Mr. Haas. The sit down was specifically about that bill, one of the things that we agreed that night was that we really need, as a board, to sit down and figure out, what projects we want to do. There are a few projects that we want to do, one is the Town Garage, and the second one is the Library. Matt suggests inviting VIS back up to sit down with the Selectboard and find out where we stand, going forward, with these two projects that they have talked about. This should be done ahead of the capital budget

discussion, we have to have that discussion before we can direct Brendan. Matt will send out an email to schedule a date that best works for the Selectboard for this meeting with VIS.

7. Annual report file regarding engineering review of Georgia Shore and Cline Road intersection. Done. Mike included information from VTrans on what the engineers provided to the Town for information and suggestions for dealing with that intersection.

The Selectboard asked the Road Commissioner if he has seen this, and he has. It is the general consensus of the Selectboard to have the Highway Foreman and Town Administrator work up a recommendation with prices, etc. to see if we can get it into this year's budget.

8. Speak with Treasurer regarding documents formant. Done. She will take it under advisement.

9. Contact Historical Society members regarding carillon disposition. Done. Don Vickers and Colin Conger are working on this.

10. Library employee negative comp time. Amber states that this was a keying error and the employee did not go into negative comp time and has since been corrected.

New Business:

1. Review and approve TA60 financial plan form – Town Highways for submission to Vermont Agency of Transportation.

Motion to approve of the TA60 Financial Plan from VTrans, made by Deb, second by Steve. No further discussion. All in favor.

Motion to approve the funds to spend up to \$12,000 for Cross Engineering for engineering of Mill River Bridge, made by Deb, second by Steve. No further discussion. All in favor.

2. Discussion regarding new highway department employee uniforms. The time frame of this is out of the ordinary that the company is doing with the uniforms. Are we ok with that? Mike states that they are not standard uniforms, they are special cut and that has been the norm. It is that or nothing.

3. Review and discussion regarding information provided by Agency of Transportation engineers regarding the intersection of Georgia Shore Rd. and Cline Road. See discussion under unfinished business.

4. Memo from Fire Chief Keith Baker regarding reminder about compliance with the Standard Operating Guidelines of the fire department. Informational.

5. Vermont Department of Public Safety Traffic Control/Enforcement Services Contract for May 1, 2019 to April 30, 2020. For discussion and review for approval. Please see public appearance for discussion and action.

6. Review draft letter regarding solar preferred citing designation. See discussion under public appearance for discussion.

7. Highway garage repairs. Review and decision on quotes for electrical and roof repairs. A.C. Hathorne Co. for roof repairs \$47,500. Vermont Electrical Contracting for electrical work within cost range as requested \$9,790. These are the only bids that we have received. VT Electrical Contracting has reduced their cost estimate for what they will do. If we get the PACIF Grant, the grant will be a 50/50 grant, but they can determine how much they give us for the grant. This is an estimate to submit for the grant.

Motion to approve the AC Hathorne Company quote from January 25th, for roofing at the Highway Garage, as budgeted, \$47,500, made by Deb, second by Steve. No further discussion. All in favor.

Motion to apply for the PACIF Grant application, for electrical work at the Highway Department, realizing that there is no money in the budget, so that we may refuse the grant, with the Town Administrator signing on behalf of the Selectboard, made by Steve, second by Deb. No further discussion. All in favor.

8. Employee resignation. Krissy has submitted her resignation effective May 3, 2019. Thank you for 15 years for being indispensable and dependable. It has been a pleasure.

Motion made to accept the resignation of Krissy Jenkins, made by Deb, second by Tara. No further discussion. All in favor.

Krissy will update her own job description.

Administrator's Correspondences and Tasks:

1. See Report Attached.

Treasurer's Correspondence:

1. 2019 Legal Expenses as of 4/9/19.
2. Informational. Amber went out to bid for the Tandem truck that will be here in a few weeks. Amber saw three bids come in, none of them were under the State rate.

Amber applied for the State Loan, which doesn't mean we are going to get it, but the deadline for the State Loan was April 15th. Amber called them and asked if we get approval, does that mean that the Selectboard still has to accept it, they said, "absolutely". So Amber went ahead and applied, she is waiting to hear back from them, because the State Loan would be the lowest bid. The lowest bid we actually received was 2.35% from Peoples, 2.75% from Union Bank, 3.35% from Community Bank and Citizens Bank 4.60%. Amber just wanted to keep the Selectboard informed on what is going on with that and why she hasn't presented the numbers, she is waiting to hear back from the State.

General Correspondence:

1. Georgia Library Trustees meeting minutes from March 11, 2019 and April 15, 2019 meetings.

2. Georgia Fire Department Regular Business Meeting Minutes from March 7, 2019 and April 4, 2019 meetings.
3. Georgia Planning Commission Meeting Minutes from February 26, 2019 and April 9, 2019 meetings.
4. Draft revision of Road and Bridge Standards from Vermont Agency of Transportation via Regional Planning. Informational.

State of Vermont Correspondence: None

Brochures, Newsletters, Workshops, and Advertisements: None

Signatures Needed: None

Legal Correspondence: None

Confidential / Executive Session Items:

1. Legal. Information regarding Harrisons request to use part of the Class 4 Road on Georgia Mountain Road. Planning Commission information also included. They want to go forward WITHOUT instituting a homeowners association as was directed by the Selectboard in the May 21, 2018 letter. Copy of the letter is attached.

2. Personnel.

Review Administrator Correspondences and Tasks Assigned:

1. Mike will be sending Cub Scout Pack 842 the contact information for Bob Larose, Beach Supervisor.
2. Mike will work with the Planning Coordinator to get the citing letter for the Solar Letter corrected for signatures.
3. Mike will work with the Highway Foreman regarding the heat source at the highway garage.
4. Mike will reach out to the Conservation Commission regarding the Ash Tree Sub-Committee and figure out where we are going with this.
5. Start working mid-evaluations and job descriptions.
6. Set up something for the Selectboard to have further discussions regarding solar citing.
7. Work with Matt to figure out a time for the Selectboard to meeting with VIS.
8. Forward the email to the Selectboard from Bill Hinman regarding solar assessments.

The Planning Commission did not have a section in their minutes for Selectboard Concerns, can we please ask Ryan to add that to their minutes before they go into Executive Session.

There were Selectboard Concerns in the Fire Department and the Library. Can the Town Administrator highlight those concerns from the other departments and bring it back to the Selectboard at their next meeting.

Motion to go into Executive Session at 9:20 p.m., with Town Administrator, is requested at this time, to discuss contracts, labor relations agreements with employees, arbitration or mediation, grievances, other than tax, pending or probable litigation, or confidential attorney-client communications made for the purpose of providing professional legal services to the Town of Georgia involving the Town, specifically finding that premature general public knowledge of the subject matter would clearly place the Town at a substantial disadvantage, made by Deb, second by Tara. No further discussion. All in favor.

Motion to come out of Executive Session made at 10:10 p.m. made by Steve, second by Jason. No further discussion. All in favor.

Motion made to adjourn the regular meeting at 10:15 p.m., made by Deb, second by Steve. No further discussion. All in favor.

Respectfully submitted by Krissy Jenkins.

Next Regular Meeting May 13, 2019, 7:00 p.m. Letourneau Meeting Room.

An aerial photograph of a landscape, likely in a rural or semi-rural area. A multi-lane highway runs diagonally from the bottom left towards the top right. To the left of the highway is a large, dense forest. To the right of the highway, there are several buildings, including what appears to be a school or institutional building with a large parking lot, and some smaller commercial or industrial structures. The overall scene is a mix of natural and developed land.

Appendix D

Recommended Revisions to Zoning Memorandum

MEMO

TO David Saladino
FROM Brandy Saxton, AICP
RE Recommended Revisions to Georgia's South Village Zoning to Implement the Master Plan
DATE 24 September 2018

1. Revise the South Village Center Core purpose statement in Section 2.1 of the Georgia Development Regulations to clarify the intent of the district and the desired form and scale of future development:

South Village Core (SV). The intent of the South Village Core District is to promote development of a compact settlement with a mix of small-scale business, civic, and residential uses and to foster a built environment patterned on a traditional Vermont village center with streetscapes and public spaces where people can walk, gather, and meet comfortably. Property owners and developers should plan proposed development according to the Design Criteria and Guidelines (*cross reference section) and the 2009 South Village Core Strategic Plan.

2. Revise Table 2.2 of the Georgia Development Regulations to change the uses allowed within the South Village Center Core zoning district to match the vision for a walkable, mixed-use center:

Permitted Uses

- Limit the size of a convenience store to 3,000 square feet to discourage more auto-oriented uses.
- Allow personal or professional service and retail stores that are not more than 3,000 sf as a permitted use. Larger service or retail uses could be allowed as a conditional use (this will allow for review of traffic impacts from the proposed use).
- Differentiate between sit-down and take-out restaurants. Allow sit-down restaurants as a permitted use and take-out restaurants as a conditional use (again to allow for review of traffic impacts). Sit-down and take-out restaurants would be defined as follows, "A restaurant will be classified as take-out if it has drive-through service. A restaurant without drive-through service that has both eat-in and take-out service will be classified as a sit-down restaurant provided that the dining area (exclusive of any outdoor dining) comprises at least 40% of the total floor area of the restaurant."

Conditional Uses

- Allow home industries and indoor recreation uses that are not more than 3,000 sf as a permitted use. Larger home industries and indoor recreation uses would remain a conditional use.
- Eliminate agribusiness as an allowed use (does not further the purpose of the district).
- Prohibit light industry and research or testing laboratories from occupying ground floor space within 40 feet of the edge of the public right-of-way. Want to encourage active, storefront type uses along the street frontage (shops, restaurants, offices, services, etc.) that will generate pedestrian traffic.
- Eliminate motor vehicle repair or service as an allowed use (does not further the purpose of the district, other locations in town are more suitable for the use).
- Prohibit parking facilities from occupying space within 40 feet of the edge of the public right-of-way (note that this is parking as a separate principal use, not accessory to another use on the property). This will ensure that any public or commercial parking lots will be located in the center of blocks behind buildings or set back behind a deep greenspace, that can serve as a pocket park along the street.

- Eliminate private outdoor recreation as a conditional use (these uses are typically land consumptive and not appropriate in a compact, walkable center).
- Add multi-family housing with 5 or more units as a conditional use.

Rather than treat “mixed use” as a distinct use, add a note to Table 2.2 clarifying that there may be multiple principal uses on a lot in the South Village Center Core zoning district similar to Note C.2 under Section 2.3 related to multiple principal structures.

Revise Paragraph 2.2.B so that the “uses not listed” provision would not apply in the South Village Center Core zoning district. If someone proposes a use that is not allowed, the most appropriate process is to consider a zoning amendment to add the use to the use table and district(s).

3. Revise Table 2.3(c) of the Georgia Development Regulations to change the dimensional standards in the South Village Center Core zoning district to implement the village master plan:

- Add a minimum lot size of 3,000 square feet and minimum lot frontage requirement of 30 feet in an effort to establish a regular, geometric lot pattern typical of a traditional village center.
- Revise the front setback to 8 feet minimum and 16 feet maximum. Given the existing development and traffic patterns, it is not realistic or desirable to bring buildings to the edge of the right-of-way. A shallow front setback will allow more space for generous sidewalks, streetscaping, outdoor seating and similar public spaces. Setting both a minimum and maximum setback will establish a “street wall” – the regular pattern of building placement that creates a sense of enclosure along the street and makes a street more comfortable pedestrian environment.
- Revise the side setbacks to 10 feet min or 0 feet if the buildings will be attached. Two 10-foot setbacks creates adequate space for a shared driveway or rear alley to access the back the building for parking or deliveries.
- Reduce the maximum building footprint to 6,000 square feet for single-story buildings and 12,000 square feet for multi-story buildings (define the term multi-story building to mean at least 1 habitable floor above the ground floor that is not less than 60% of the floor area of the ground floor). The current 20,000 square foot maximum is not consistent with the scale of buildings found in traditional Vermont village centers.
- Revise the minimum height requirement to 24 feet minimum for single-story buildings and require single-story buildings to have a pitched roof instead of requiring at least 2 habitable stories. The two-story requirement could have the unintended consequence of driving some types of development that will not typically occupy upper floor space and does not want to be in a mixed-use building out of the district to other areas of town or other communities. Whereas the building form requirement will ensure that any new single-story structures will be compatible with the planned character of the district.
- Revise the lot coverage requirement to 85% maximum. This will ensure some greenspace in the district consistent with traditional village center development patterns and will facilitate green stormwater management practices.
- Recommend adding a density standard of 1 dwelling unit or principal use per 3,000 square feet of lot area to clarify how many dwelling units or other principal uses are allowed on a lot given the recommendations to allow multi-family housing and multiple principal uses on a lot. Could offer a bonus for senior and/or affordable housing and allow those dwelling units at 1 per 2,000 square feet of lot area to further other town goals.

Revise 2.3.C.2 to clarify that multiple principal structures are allowed on a lot in the South Village Center Core without any additional approvals. Consider adding language that requires principal buildings on the same lot to either be attached or separated by at least 20 feet.

Eliminate the maximum front setback waiver for the South Village Center Core district in 2.3.C.6. The variance process already provided for in the regulations is the appropriate mechanism for addressing a lot with physical constraints that prevent an applicant from conforming with district dimensional standards.

- 4. Revise Table 3.2 of the Georgia Development Regulations and remove the South Village Center Core district from the table. Instead, the South Village Core Design Criteria and Guidelines would apply to all uses subject to site plan review (or major site plan review if recommendation #5 is implemented) in the district. The special standards from Table 3.2 that are applicable in the South Village Center Core district should be integrated into Section 3.7 (South Village Core Design Criteria and Guidelines). This would clarify the regulations and reduce the complexity for applicants.**
- 5. Differentiate between major and minor site plans in the South Village Center Core district and allow administrative approval of minor site plans to streamline the permitting process in the district and encourage new businesses to locate or expand in the village center. The definition of major site plans could include criteria like:**
 - Commencement of a new conditional use (this will not be interpreted to include expansions of an existing conditional use or the commencement of a new accessory use to an existing conditional use);
 - Construction or major renovation of a principal building or of an accessory building with a footprint greater than 600 square feet;
 - Any increase in the number of units within a dwelling resulting in the total number of units in the building being 5 or more;
 - Construction of a new curb cut (this will not be interpreted to include modification of existing curb cuts); or
 - Any increase of 2,500 square feet or more in impervious surface on a lot (this will not be interpreted to include resurfacing of existing impervious surfaces).
- 6. Add more specificity regarding building form and design to the South Village Core Design Criteria and Guidelines as follows:**
 - Corporate or franchise architecture is prohibited and add a definition of corporate or franchise architecture (*).
 - The applicant must design new buildings: (i) to break up the mass of large buildings into sections that are not more than 40 feet wide by using ells, bays, projections or recesses with not less than a 4-foot change in the wall plane; and (ii) to have sloped roofs with a pitch of not less than 6:12 (this will not apply to secondary roofs over dormers, sheds, porches, etc.) if the building will be single-story.
 - The applicant must design new or renovated building facades: (i) with a principal entrance that faces the road; (ii) with a regular fenestration pattern; and (iii) so that the length of solid or blank walls between openings for windows or doors will not exceed 20 feet.

- The applicant must incorporate at least one of the following architectural elements into new or renovated building facades: (i) a storefront design with clear glass windows offering views into the building interior composing a minimum of 60% of the ground-level wall area up to 10 feet above finished grade; (ii) an open porch at least 6 feet deep that extends along no less than 40% of the facade; (iii) an arcade or gallery at least 6 feet deep that extends along the full width of the facade; or (iv) for civic or religious buildings, other distinctive architectural elements characteristic of such building types as approved by the Planning Commission.



Appendix E

Conceptual Cost Estimate



Computations

Project: Georgia South Village
Location: Georgia, VT
Calculated by: ELQ
Checked by: JDS
Title: Conceptual Cost Estimate Calculations

Project #: 58025.01

Sheet:

Date: 9/25/18

Date:

Conceptual Cost Estimates: Unit Costs

Estimated 5-ft Concrete Sidewalks (granite curb)

	Total Cost	Basic Cost	Cost Unit
5' Concrete Sidewalk curbed	\$239	\$99	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$239 per foot

Estimated 5-ft Concrete Sidewalks (no curb)

	Total Cost	Basic Cost	Cost Unit
5' Concrete Sidewalk uncurbed	\$155	\$64	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$155 per foot

Roadway Reconstruction (Mill and Fill)

	Est. Cost	Cost Unit
Roadway Reconstruction	\$65	Feet

* Source: Research of Previous Projects

Unit Cost: \$65 per foot

New Traffic Signal

	Est. Cost	Cost Unit
Traffic Signal	\$250,000	Each

* Source: Research of Previous Projects

Unit Cost: \$250,000 each



Computations

Project: Georgia South Village
Location: Georgia, VT
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Title: Conceptual Cost Estimate Calculations

Project #: 58025.01

Sheet:

Date: 9/25/18

Date:

Conceptual Cost Estimates: Unit Costs

Estimated Striped Crosswalk & Signs

	Est. Cost	Cost Unit
Striped Crosswalk	\$750	Each

* Source: Pedestrian and Bicycle Information Center Costs for Pedestrian and Bicyclist Infrastructure Improvements

Unit Cost: \$750 each

New Two-Lane Roadway

	Est. Cost	Cost Unit
New Roadway	\$568	Feet

* Source: American Road & Transportation Builders Association FAQs

Unit Cost: \$568 per foot

Roadway Widening

	Est. Cost	Cost Unit
Pavement Widening	\$28	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$28 per foot per 4 foot width

Streetscape Improvements

	Est. Cost	Cost Unit
Streetscape (lights, plantings etc.	\$250	Feet

* Source: Research of previous projects

Unit Cost: \$250 per foot



Computations

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Location: Georgia, VT
Calculated by: ELQ
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Title: Conceptual Cost Estimate Calculations

Project #: 58025.01

Sheet:

Date: 9/25/18

Date:

Conceptual Cost Estimates: Unit Costs

Park and Ride

	Est. Cost	Cost Unit
Park and Ride	\$5,000	Space

* Source: Research of previous projects and VTrans park and rides

Unit Cost: \$5,000 per space

Remove Asphalt

	Est. Cost	Cost Unit
Remove Asphalt	\$76	Feet

* Source: Research of previous projects

Unit Cost: \$76 per foot

Remove Curb

	Est. Cost	Cost Unit
Remove Curb	\$5	Feet

* Source: Vtrans 5 year average price list

Unit Cost: \$5 per foot



Computations

Project: Georgia South Village

Project #: 58025.01

Location: Georgia, VT

Sheet: _____

Calculated by: ELQ

Date: 9/25/18

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Date: _____

Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates

Improvement 1 - US 7 / VT 104a Reconstruction

Design Element	Unit Cost	Quantity	Total Cost
Traffic Signal	\$250,000	1	\$250,000
New Roadway	\$568	200	\$113,636
Remove Asphalt	\$76	300	\$22,800
SUBTOTAL			\$386,436
25% Contingency			\$96,609
15% Mobilization and Traffic Control			\$57,965
15% Engineering and Design			\$57,965
10% Resident Engineer			\$38,644
		SUBTOTAL	\$637,620
		Rounding	\$62,380
		TOTAL	\$700,000

Improvement 2 - Ballard Road Sidewalk

Design Element	Unit Cost	Quantity	Total Cost
5' Concrete Sidewalk uncurbed	\$155	850	\$131,750
SUBTOTAL			\$131,750
25% Contingency			\$32,938
15% Mobilization and Traffic Control			\$19,763
15% Engineering and Design			\$19,763
10% Resident Engineer			\$13,175
		SUBTOTAL	\$217,388
		Rounding	\$82,613
		TOTAL	\$300,000

Improvement 3 - Ballard Road Turn Lane

Design Element	Unit Cost	Quantity	Total Cost
Pavement Widening	\$114	150	\$17,045
SUBTOTAL			\$17,045
25% Contingency			\$4,261
15% Mobilization and Traffic Control			\$2,557
15% Engineering and Design			\$2,557
10% Resident Engineer			\$1,705
		SUBTOTAL	\$28,125
		Rounding	\$1,875
		TOTAL	\$30,000



Computations

Project: Georgia South Village

Project #: 58025.01

Location: Georgia, VT

Sheet:

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Date:

Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates

Improvement 4 - US 7 / Ballard Road Intersection Improvements

Design Element	Unit Cost	Quantity	Total Cost
Roadway Reconstruction	\$65	200	\$13,000
Traffic Signal	\$250,000	1	\$250,000
Striped Crosswalk	\$750	2	\$1,500
SUBTOTAL			\$264,500
25% Contingency			\$66,125
15% Mobilization and Traffic Control			\$39,675
15% Engineering and Design			\$39,675
10% Resident Engineer			\$26,450
		SUBTOTAL	\$436,425
		Rounding	\$3,575
		TOTAL	\$440,000

Improvement 5 - I-89 NB Ramps Enhancement

Design Element	Unit Cost	Quantity	Total Cost
Pavement Widening	\$568	50	\$28,409
Traffic Signal	\$250,000	2	\$500,000
SUBTOTAL			\$528,409
25% Contingency			\$132,102
5% Mobilization and Traffic Control			\$26,420
20% Engineering and Design			\$105,682
15% Resident Engineer			\$79,261
		SUBTOTAL	\$871,875
		Rounding	\$28,125
		TOTAL	\$900,000

Improvement 6 - Relocate Park and Ride

Design Element	Unit Cost	Quantity	Total Cost
Park and Ride	\$5,000	100	\$500,000
Remove Asphalt	\$76	400	\$30,400
SUBTOTAL			\$530,400
25% Contingency			\$132,600
15% Mobilization and Traffic Control			\$79,560
15% Engineering and Design			\$79,560
10% Resident Engineer			\$53,040
		SUBTOTAL	\$875,160
		Rounding	\$4,840
		TOTAL	\$880,000



Computations

Project: Georgia South Village

Project #: 58025.01

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Date:

Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates

Improvement 7 - US 7 Streetscape Improvements

Design Element	Unit Cost	Quantity	Total Cost
Roadway Reconstruction	\$65	3000	\$195,000
5' Concrete Sidewalk curbed	\$239	3000	\$717,000
Streetscape (lights, plantings etc.)	\$325	2500	\$812,500
SUBTOTAL			\$1,724,500
25% Contingency			\$431,125
15% Mobilization and Traffic Control			\$258,675
15% Engineering and Design			\$258,675
10% Resident Engineer			\$172,450
		SUBTOTAL	\$2,845,425
		Rounding	\$4,575
		TOTAL	\$2,850,000

Improvement 8 - VT 104A Improvements

Design Element	Unit Cost	Quantity	Total Cost
5' Concrete Sidewalk curbed	\$239	3000	\$717,000
Streetscape (lights, plantings etc.)	\$250	1500	\$375,000
SUBTOTAL			\$1,092,000
25% Contingency			\$273,000
15% Mobilization and Traffic Control			\$163,800
15% Engineering and Design			\$163,800
10% Resident Engineer			\$109,200
		SUBTOTAL	\$1,801,800
		Rounding	\$8,200
		TOTAL	\$1,810,000



Computations

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Project #: 58025.01

Location: Georgia, VT

Sheet:

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Date:

Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates

Improvement 9 - Grid Street Network

Design Element	Unit Cost	Quantity	Total Cost
New Roadway	\$568	3500	\$1,988,636
5' Concrete Sidewalk curbed	\$239	3000	\$717,000
Streetscape (lights, plantings etc.)	\$250	2000	\$500,000
SUBTOTAL			\$3,205,636
25% Contingency			\$801,409
15% Mobilization and Traffic Control			\$480,845
15% Engineering and Design			\$480,845
10% Resident Engineer			\$320,564
		SUBTOTAL	\$5,289,300
		Rounding	\$700
		TOTAL	\$5,290,000

Improvement 10 - Connector Street

Design Element	Unit Cost	Quantity	Total Cost
New Roadway	\$568	500	\$284,091
5' Concrete Sidewalk curbed	\$239	500	\$119,500
Streetscape (lights, plantings etc.)	\$250	500	\$125,000
SUBTOTAL			\$528,591
25% Contingency			\$132,148
15% Mobilization and Traffic Control			\$79,289
15% Engineering and Design			\$79,289
10% Resident Engineer			\$52,859
		SUBTOTAL	\$872,175
		Rounding	\$7,825
		TOTAL	\$880,000



Computations

Project: Georgia South Village

Project #: 58025.01

Location: Georgia, VT

Sheet:

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Date:

Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates

Improvement 11 - Public Library Median

Design Element	Unit Cost	Quantity	Total Cost
Remove Curb	\$5	100	\$500
Roadway Reconstruction	\$65	100	\$6,500
SUBTOTAL			\$7,000
25% Contingency			\$1,750
15% Mobilization and Traffic Control			\$1,050
15% Engineering and Design			\$1,050
10% Resident Engineer			\$700
		SUBTOTAL	\$11,550
		Rounding	\$8,450
		TOTAL	\$20,000

Cost Analysis for State Highway Reclassification to Class 1 Town Highway

		Roadway	Bridges or	Traffic	Flashing	
		Centerline	Culverts			
		Miles:	<6':	Signals:	Beacons:	
Scenarios for consideration:						
Town:	Georgia	A US 7 from Skunk Hill Rd to Ballard Rd	0.49	-	2	-
Route (s):	US 7	B US 7 from Skunk Hill Rd to Ballard Rd	0.49	-	3	-
		C				
						Electricity Cost (estimated or from VTrans)
						\$ 1,600
						\$ 2,400
						\$ -

Town Revenue	miles	
Class 1 Limits:	0.493371212	MS4 Community? n
\$ per mile	\$ 11,213	
Revenue	\$ 5,532.28	Scenario: A

Cost per mile of "linear" maintenance items	
Item	Cost per Mile
Signs	\$ 500
Salt	\$ 4,400
Striping	\$ 1,250
Pavement Repairs	\$ 1,500

Typical Annual Signal Costs:	
\$ 800	Signals (includes street lights and signal)
\$ 300	Flashing beacons
\$ 2,000	Signal maintenance annual cost

Town Costs

Winter Maintenance

Allowance	Item	Notes
\$ 100	per hour of plowing	Accounts for wear and tear, operation of plows, and labor assuming some overtime
80	average plow events per year	Based on VTrans fact book
0.12	additional plowinghours per storm	Calculation based on 25 mph plowing through village, three runs each way during an event.
\$ 2,171	Sand/Salt Allowance	Based on town data and VTrans numbers
\$ 3,118	Winter Maintenance	

Annual Bridge and Stormwater Costs

\$ 3,300	Cost for maintenance per bridge
\$ 750	Cost for routine stormwater maintenance per mile
\$ 1,500	Cost for MS 4 enhanced stormwater maintenance per mile

Winter Maintenance Costs

0.04	hours to plow one mile additional miles
6	plows per storm on average (3 each direction)
0.24	Hours plowing per storm per mile

Summer Maintenance

Allowance	Item	Notes
\$ 617	Striping	VTrans marks centerline, Town will be responsible for all other markings
\$ 370	Culvert/Drainage Maintenance	Annually (culverts on Route 116 have required very little cleaning in the past)
\$ 1,600	Electricity - allowance	Town will take on electric bill of any VTrans streetlights. LED conversion would reduce cost
\$ 4,000	Signal Maintenance	Contracted out to RYG Signals or comparable; assumed \$1000 per signal for newer signals
\$ 247	Signs	Replaced when damaged or removed (usually covered by insurance)
\$ -	Bridge Maintenance per bridge over 6 feet	Annually
\$ 740	Pavement repairs (patching, crack sealing)	Annually
\$ 500	Contingency allowance	Annually
\$ 8,073	Summer Maintenance Costs	

\$ 11,192 TOTAL MAINTENANCE COSTS

202% Ratio Costs per Revenue

\$ (5,659) Net revenue (cost) to town