

## MEMORANDUM

TO: RECIPIENTS  
FR: DEAN PIERCE  
RE: PUBLIC HEARING ON CHANGES TO COMPREHENSIVE PLAN  
DA: MARCH 25, 2016

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On Thursday, March 10, the Planning Commission conducted a public hearing on changes to the Town's Comprehensive Plan. Following the hearing, the Planning Commission voted to forward a slightly modified version of the proposal to the Selectboard for further consideration. The proposed changes, which have two main components, are detailed below.

### Materials responding to Request by Bike and Pedestrian Paths Committee

With help from staff at the CCRPC, members of the Bike and Pedestrian Paths Committee have developed a map entitled "Shelburne Bicycle & Pedestrian Infrastructure Development Plan." The Committee has asked that the map be incorporated into the Comprehensive Plan. The Planning Commission has considered the Committee's request as one to replace the existing "Priority Paths and Sidewalks" map (Map 24 in the Map Volume of the Plan) with one based on the "Shelburne Bicycle & Pedestrian Infrastructure Development Plan" (but retaining the title of the existing Map 24). To maintain the Comprehensive Plan's internal consistency, the Planning Commission has also chosen to use the information contained in the "Shelburne Bicycle & Pedestrian Infrastructure Development Plan" to update the existing "Priority Sidewalks and Crosswalks (Conceptual Location)" map (Map 23 in the Map Volume of the Plan). The proposed maps are attached.

### Materials responding to statutory requirements governing designated village centers

The other component would add text and map responding to statutory requirements governing designated village centers and designated neighborhoods. The Planning Commission hosted a presentation by John Adams (of the Vermont Department of Housing and Community Development) on this topic in late 2014. The proposal would modify the Future Land Use section of *Volume I* as follows:

**Growth Area 1: Shelburne Village Goal 1** (explanatory text)

**Growth Area 1: Recommended Actions** (new action 14)

**Land Use Summary** (new text)

Maps (new map 6, Boundaries of Designated Village Center and Vermont Neighborhood in Relationship to Planning Areas)

Further, the Plan's Map Volume would be modified through the addition of a larger format-version of Map 6 in the Volume 1 Section of the Volume.

### Format of Proposed Edits

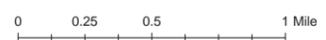
The proposed changes to the text of the Plan are shown in the attached document using a common convention. Unchanged text remains in black standard text. Text proposed for deletion is depicted with strikethrough ~~as shown here~~. Text proposed to be added is depicted with underscore, as shown here.

# Priority Paths, Trails and Lanes

Planned Projects	
1	LaPlatte River Bridge Crossing
2	Longmeadow Dr. to Boulder Hill Path
3	Falls Road Sidewalk
4	Sidewalk & bridge over LaPlatte at Irish Hill
5	Sidewalk & curbs on Falls Road in Village
6	Paved path along Athletic Drive
7	Gravel Path at Shelburne Bay Access
8	Widen Falls Rd. shoulder from Church St. to Marsett Rd.
9	Sidewalk North and South of Shelburne Museum
10	Longmeadow/Webster Rd to Hullcrest Park Shared-Use Path
11	Shared-Use Path – from Harbor Rd to Hullcrest Park
12	Path to Beach
13	Bike Lanes on Irish Hill, Falls, Marsett and Bostwick Roads
14	Bike Lanes on Dorset St.
15	Bike Lanes on Barstow/Creamery Rds
16	Bike Lane on Harbor Rd
17	Shelburne Heights Connector
18	Northern Connector to Spear St.
19	Inter-community connector, (along rail line)
20	Shared-Use Path, hard surface from Marsett to Ridgfield. Pedestrian controlled crosswalks at north & east side of Marsett/Route 7 intersection, Vineyard/Fiddlehead crossing and Ridgfield Rd
21	Pedestrian Suspension Bridge over LaPlatte River

### Existing Infrastructure

★ Town Center - Fire, Police, Library & Town Offices	⚡ Road Centerline
★ Shelburne Rescue	⚡ US or State Route
🏫 School	⚡ Class 1-3
★ Community Recreation Sites	⚡ Private or Unknown
◆ Existing Crosswalk	⚡ Railroad
◆ Existing Signalized Crosswalk	<b>20 Foot Contour Interval</b>
🚶 Sidewalk	— Contour Line, Minor
🚴 Shared Use	— Contour Line, Major
🚶 Primitive Path	— Stream Centerline
🚴 Designated On-Road Bike Lane	🌊 Water Body
🚴 Common On-Road Bike Route; Not Designated	🌿 Vermont Significant Wetland Inventory
	🌊 FEMA Special Flood Hazard Area (DFIRM)
	🟩 Town Owned Land
	🟡 Privately Owned, Open to Public

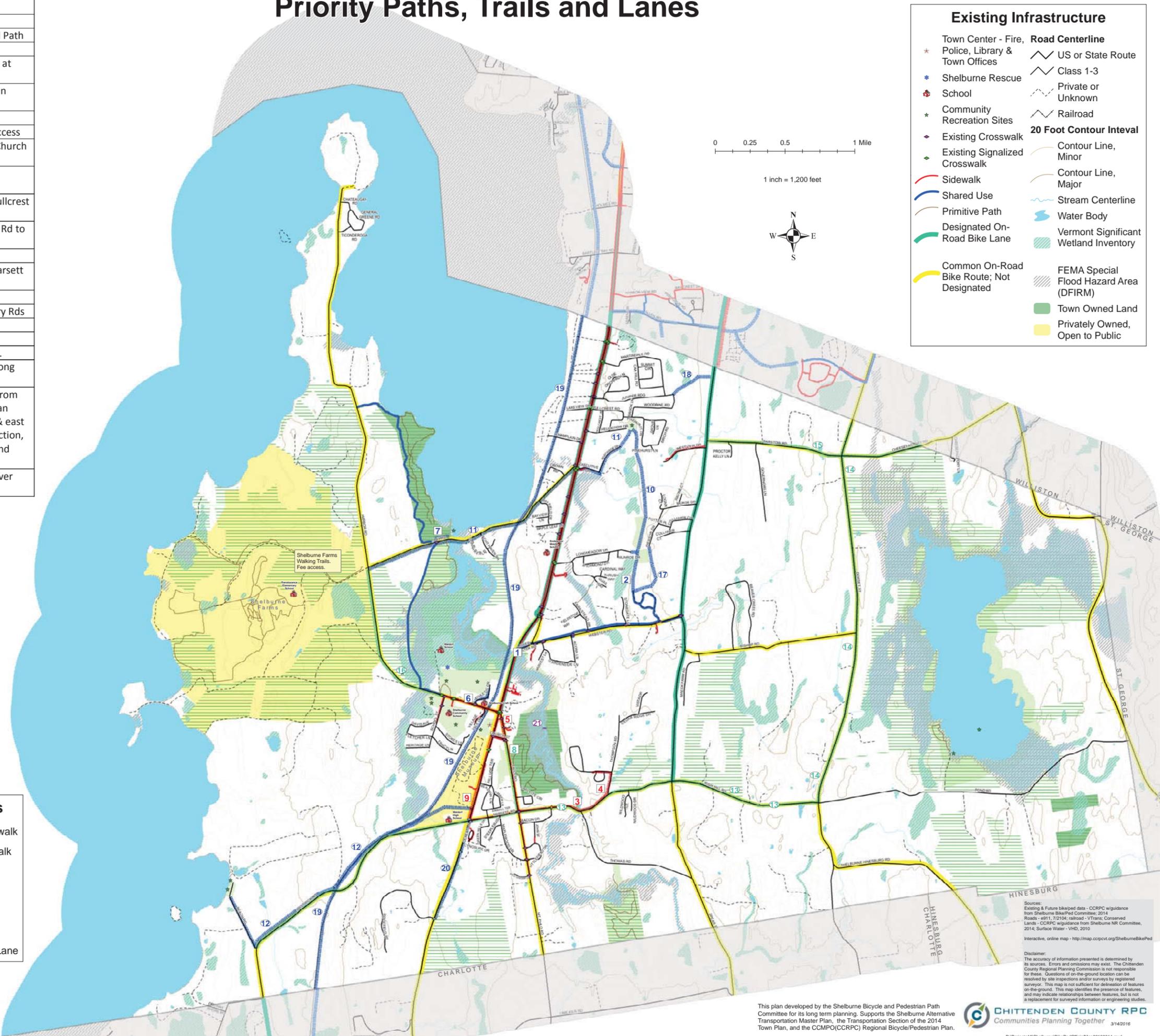


1 inch = 1,200 feet



### Future Improvements

- ◆ Proposed Signalized Crosswalk
- ◆ Planned Signalized Crosswalk
- ◆ Proposed Crosswalk
- ◆ Planned Pedestrian Bridge
- 🚶 Sidewalk
- 🚴 Shared Use Path
- 🚴 Designated On-Road Bike Lane



Sources:  
 Existing & Future biked/ped data - CCRPC w/guidance from Shelburne Bike/Ped Committee, 2014  
 Roads - 6911, 7/21/04, railroad - VTTrans, Conserved Lands - CCRPC w/guidance from Shelburne NR Committee, 2014; Surface Water - VHD, 2010  
 Interactive, online map - <http://map.ccrpcvt.org/ShelburneBikePed>

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

This plan developed by the Shelburne Bicycle and Pedestrian Path Committee for its long term planning. Supports the Shelburne Alternative Transportation Master Plan, the Transportation Section of the 2014 Town Plan, and the CCMP(CCRPC) Regional Bicycle/Pedestrian Plan.



# Priority Sidewalks and Crosswalks (Conceptual Location)

**Future Improvements**

- Proposed Signalized Crosswalk
- Planned Signalized Crosswalk
- Proposed Crosswalk
- Planned Pedestrian Bridge
- Sidewalk
- Shared Use Path
- Designated On-Road Bike Lane

**Existing Infrastructure**

- Town Center - Fire, Police, Library & Town Offices
- Shelburne Rescue
- School
- Community Recreation Sites
- Existing Crosswalk
- Existing Signalized Crosswalk
- Sidewalk
- Shared Use
- Primitive Path
- Designated On-Road Bike Lane
- Common On-Road Bike Route; Not Designated

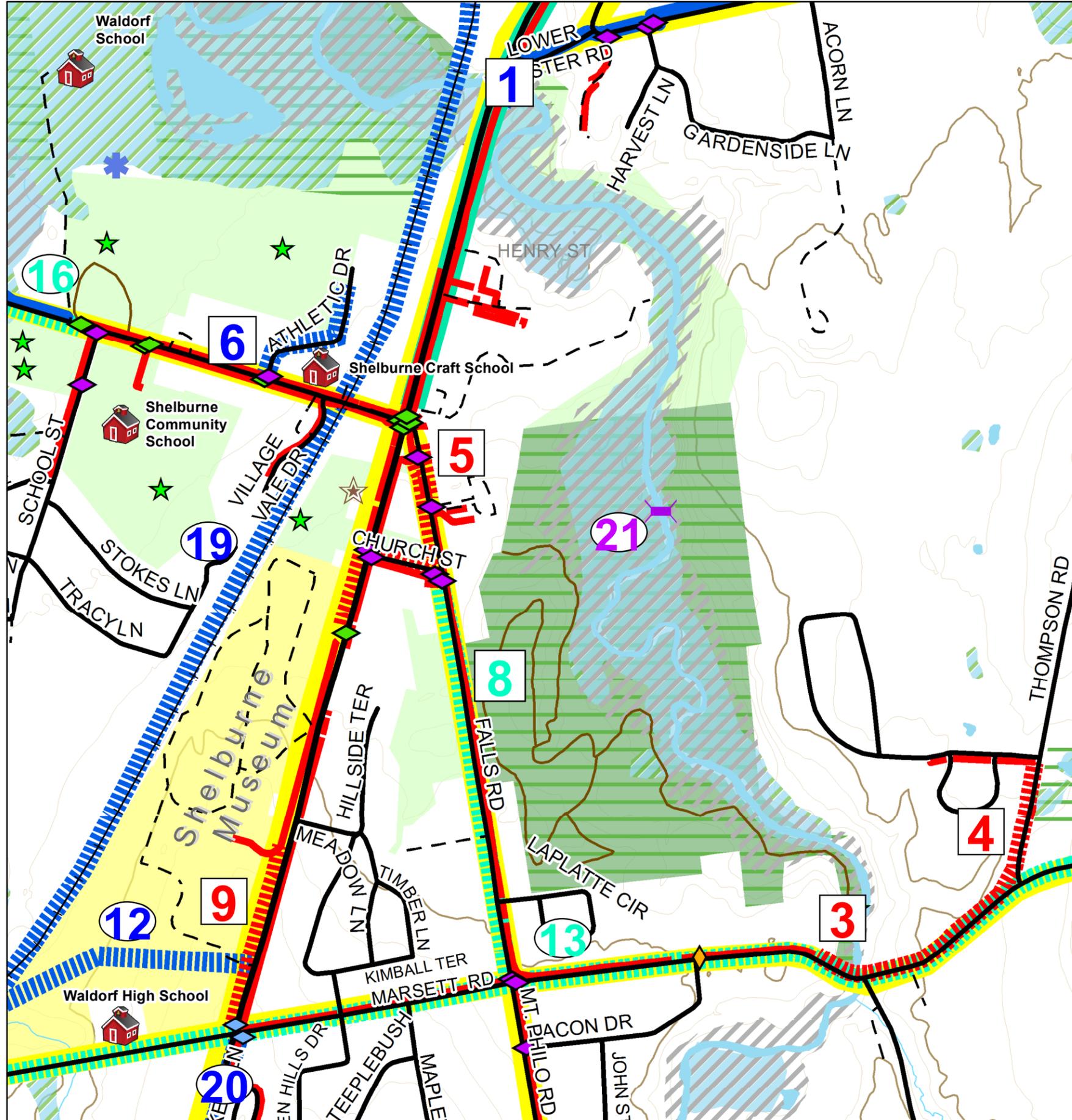
**Road Centerline**

- US or State Route
- Class 1-3
- Private or Unknown
- Railroad

**20 Foot Contour Interval**

- Contour Line, Minor
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- Privately Owned, Open to Public

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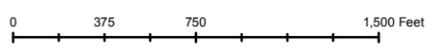
This plan developed by the Shelburne Bicycle and Pedestrian Path Committee for its long term planning. Supports the Shelburne Alternative Transportation Master Plan, the Transportation Section of the 2014 Town Plan, and the CCRPC(CCRPC) Regional Bicycle/Pedestrian Plan.

Sources:  
 Existing & Future bike/ped data - CCRPC w/guidance from Shelburne Bike/Ped Committee; 2014  
 Roads - e911, 7/2/04; railroad - VTrans; Conserved Lands - CCRPC w/guidance from Shelburne NR Committee, 2014; Surface Water - VHD, 2010

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1 inch = 750 feet



## Land Use in Shelburne

### **Introduction:**

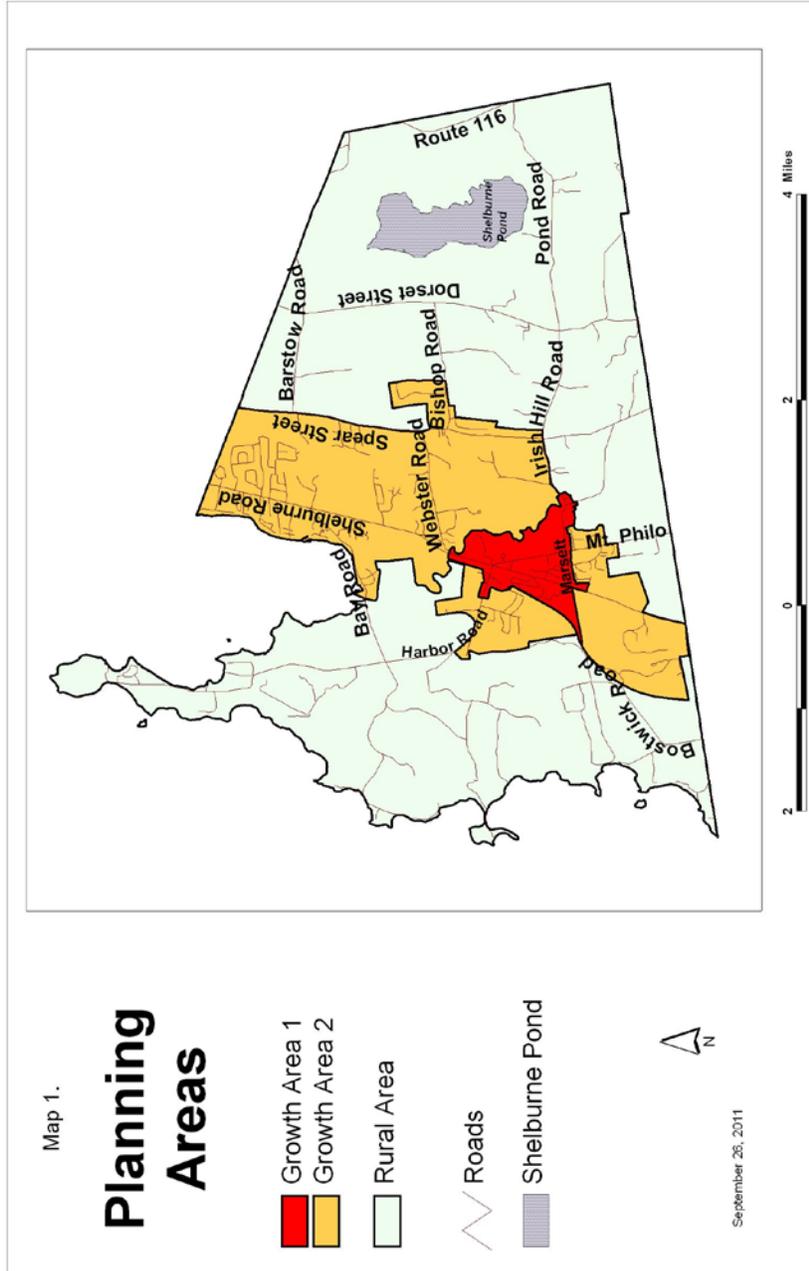
Land use is a critical reflection of a community's planning efforts. The over-riding intention in Shelburne is that the pattern of land uses should create and/or reinforce a compact and prominent village center first surrounded by residential neighborhoods, and then by lower-density development and a diverse mixture of open lands and natural areas.

Reflecting this fundamental vision, the Land Use section of this Town Plan is divided into three basic areas: 1) Shelburne Village (Growth Area 1), which is the center of the Town's Growth Area; 2) The Growth Area Beyond Shelburne Village (Growth Area 2); and 3) the surrounding Rural Areas.

The Planning Areas Map (Map 1) shows how the Town is divided into these three basic land use areas.

The Town's Growth Area, into which a major portion of future growth is directed, is defined as the area that is currently designated to be served by the municipal sewer system under the Town's Sewer Allocation Ordinance. The Growth Area is divided into two sections: Growth Area 1—encompassing Shelburne Village and Growth Area 2—encompassing portions of the sewer service area beyond the Village. It is the Town's position that in this Growth Area, and particularly in the Village segment of it, compact development is to be encouraged, but not without due regard to conservation of exceptional natural resources.

The next part of this section of the Town Plan presents Goals, Objectives and Recommended Actions to achieve the vision of a compact and prominent village center, i.e., Growth Area 1. Subsequent parts will address the remainder of the Town's Growth Area, i.e. Growth Area 2, and then the outlying rural areas.



### **Growth Area 1: Shelburne Village**

Shelburne Village is the social and functional center of the Town, and contains the area delineated on the Village Planning Sub-Areas Map (Map 2) on the following page.

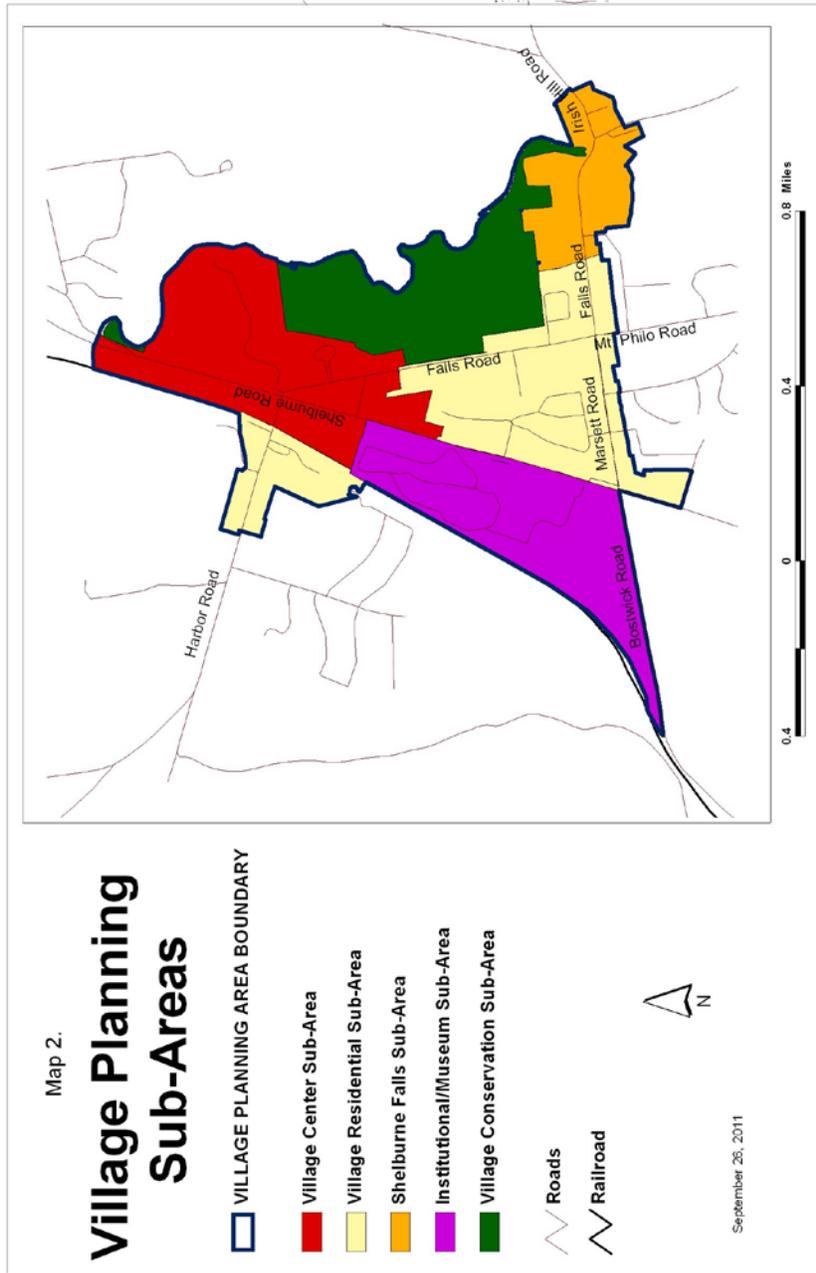
GOAL: TO ENSURE THAT SHELburne VILLAGE CENTER CONTINUES TO FUNCTION AS A CENTER OF ECONOMIC, SOCIAL, AND CULTURAL VITALITY, CONTAINING A DIVERSE MIXTURE OF RESIDENCES, BUSINESS ESTABLISHMENTS, CULTURAL AND RELIGIOUS FACILITIES, AND SUPPORTING GOVERNMENT OFFICES THAT IS LASTING AND DOES NOT LIMIT FUTURE OPPORTUNITIES.



The 1988 Shelburne Village Plan (Research and Evaluation Specialists of Vermont, Inc., Alexander-Truex-De Groot, Inc.) and the June 2006 Update of the Shelburne Village Plan (ORW Landscape Architects and Planners) provide the foundation for many of the objectives and recommended actions in this Section, and are incorporated into this Plan by reference.

The 1988 Village Plan identified five distinct sections of the Village Area. Careful review of existing conditions has resulted in a slight modification of the delineation of the five sections of the Village Area. These sections are also shown on Map 2, and are briefly identified below.

- The Village Center is the dense, mixed use area surrounding the Shelburne Road/Harbor Road/Falls Road intersection, and contains most of the Village Area businesses, the triangular Village green, the parade ground, and many of the Town's public buildings.
- The Institutional/Museum sub-area is located west of Shelburne Road, south of Church Street and is primarily made up of the Shelburne Museum.
- The Village Residential sub-area is a predominantly residential area, mostly to the south of the Village Center, and extending east on both sides of Falls Road. There is also a section of the Village Residential area west of the railroad tracks, along Harbor Road.
- The Shelburne Falls sub-area, the original village center, is the historic cluster of dwellings and small businesses on both sides of the LaPlatte River bridge.
- The Village Conservation sub-area consists of a protected strip of land along the east side of Falls Road, part of the LaPlatte River Nature Park, and other conserved lands such as the former Elkins property.



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In addition to the above delineated sub areas, Shelburne Village also includes a Designated Village Center (DVC) and a Vermont Neighborhood (VN, and also known as a Neighborhood Development Area), both of which are recognized by the State of Vermont. The specific boundaries of the DVC and VN are discussed below.

Designation of the DVC supports community goals by giving the community priority consideration for state grants and other resources. Specific benefits of DVC designation include 10% Historic Tax Credits, 25% Facade Improvement Tax Credits, 50% Code Improvement Tax Credits, Priority Consideration For HUD, CDBG and Municipal Planning Grants, Priority Consideration By State Building And General Services (BGS), and Special Assessment Districts. (Also known as special benefits district or business improvement district, a Special Assessment District may be used to raise funds for both operating costs and capital expenses to support specific projects in the designated village center.) DVC benefits helped the redevelopers of the Shelburne Inn property realize the potential of that site.

Similarly, designation of the VN supports community goals by providing special permit and tax incentives for communities and developers that commit to building mixed-income housing within and adjacent to designated downtowns, village centers, new town centers, and growth centers. Specific benefits of VN designation include the following: Qualified “mixed income” projects are exempt from Act 250 regulations; Act 250 projects not qualifying for the exemption receive a 50% discount on application fees; Agency of Natural Resources fees for wastewater review are capped at \$50.00 for projects that have received sewer allocation from an approved municipal system; and Exemption from the land gains tax. VN benefits helped the developers of the Harrington Village project realize the potential of that site.

#### OBJECTIVES:

1. Reinforce the Village Center area around the Shelburne Road/Falls Road/Harbor Road intersection as the commercial, civic and social center of Shelburne village. Preserve and enhance the mixture of uses in this area including residential, commercial, office, and public uses. Encourage a mixture of housing types (detached and attached).
2. Enhance Shelburne Road as the “Main Street” of the Village by maintaining the visual qualities and residential character of development along it. Shelburne Road shall remain two lanes as it passes through the Village Area. The visual qualities will be addressed, in part, by landscaping, by the spacing and setback of structures, and by the presence of stately street trees.
3. Encourage a variety of appropriately scaled commercial, residential, and mixed use development and redevelopment in the Village, including development that enhances the attractiveness of the Village as a destination for commerce and an informal gathering place for town residents, while maintaining its character and compatibility with surrounding buildings.

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4. Encourage continued private investment in the Village through thoughtful and timely public investments in infra-structure (streets, parking, utilities, etc.) and amenities (landscaping, streetscape, streetlights, etc.)
5. Maintain and enhance pedestrian accessibility in and to the Village. The scale and design of buildings and street amenities (landscaping, pavements, enhanced pedestrian crossings, benches, signs, street lights, etc.) shall enhance the experience of pedestrians in the Village area. To the greatest degree possible, there shall be various pedestrian routes within the Village and connecting the Village to surrounding areas and/or facilities.
6. Street intersections shall contain marked crosswalks at all sidewalk crossings. Signalized intersections shall contain pedestrian activated walk phases. A typical conceptual design for signalized intersections should be developed that specifies cantilevered signal poles, exposed aggregate ramps at sidewalk crossings, the location of pedestrian signal poles, landscaping, pedestrian scaled lighting, etc.
7. Using features such as street design, landscaping, and building design, create attractive and clearly identifiable entrances to the Village. The entrances should clearly differentiate the Village from surrounding areas.
8. Continue to preserve and protect the historic structures and patterns located in the Village.
9. Consistent with the 1995 Village Green and Parade Ground Landscape Master Plan (and subsequent updates), refine and reorganize the triangular Village Green as a visual focal point for the Village. It should be closely linked to civic and commercial areas and should be an integral part of the pedestrian circulation system.
10. Consistent with the 1995 Village Green and Parade Ground Landscape Master Plan (and subsequent updates), reinforce the Parade Ground north of Church Street as an active open space in the Village. It must be protected from infringement. And it should be retained as an open area suitable for a variety of activities such as craft shows, farm markets, field games, ice rinks, garden shows, etc., and be connected to the pedestrian/bicycle path network.
11. Link the cluster of Town buildings on the west side of Shelburne Road to the rest of the Village by pedestrian ways, visual features such as landscaping, streetlight design, and signage.
12. Integrate the Shelburne Museum into the Village, both visually and functionally, using features such as sidewalks.
13. The Shelburne Falls area, a distinct historic area, shall be reinforced as a compact, mixed use neighborhood and linked to the rest of the Village by pedestrian ways and pedestrian friendly streets.

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14. The Village Conservation area provides informal recreation opportunities and visual and functional access to the LaPlatte River Nature Park. This must be retained as an important undeveloped Village feature. In addition, pedestrian and bicycle access to this area should be preserved and enhanced. Limited parking in this area along Falls Road should be created and carefully delineated. The Town should continue to manage this area in accordance with the 2011 “Management Plan for La Platte Nature Park”. Limited additional parking should be created for users of the La Platte Nature Park.

#### RECOMMENDED ACTIONS:

The goals and objectives set forth above will be implemented by a long term, coordinated, set of decisions by both public (i.e. the Town) and private parties. Private decisions will be influenced directly by Town Zoning requirements, and indirectly by Town investments in the Village area. Recommended Actions intended to achieve the goals and objectives are presented below.

1. Zoning: Periodically revisit the provisions of the Town’s Zoning Bylaws that pertain to the Village Area to ensure that they encourage and facilitate the pattern and types of development envisioned for each of the five sub-parts of the Village, and that they promote the visual qualities appropriate to a compact, pedestrian oriented center. Residential densities in the Village generally speaking should be higher than in other parts of town. Within the Village, densities should be highest in the Village Center, next highest in the Shelburne Falls section, and next highest in the residential areas. Specific issues to be addressed by zoning include preservation of historic structures, the proper mix of uses, and the appropriate design of buildings, streetscapes, and parking areas. Specific tools to be considered (some of which already exist) are overlay districts, design review districts, additional landscape requirements under Site Plan Review, and/or special Planned Unit/Planned Residential Development provisions. The Zoning Ordinance shall be revised as needed. The Planning Commission should investigate whether use of a Form Based Code and/or Transit Oriented development zoning would be appropriate in the Village Area.”
2. Support existing establishments and facilitate additional appropriately scaled commercial development in the Village Center. The following specific steps should be implemented.
  - Encourage the improvement of accessibility to the area north of the current shopping park.
  - Redesign and reconstruct upper Falls Road, Route 7 along the triangular Village green, and Church Street, as described in the 2006 Village Plan Update and the Streetscape improvement plans created to implement the Village Plan update.
3. Work with the Shelburne Museum to better integrate the Museum into the Village Area. Actions to be considered include:

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- As described in the 2006 Village Plan update, establishing a pedestrian connection between the Museum grounds and the Village center.
  - Joint promotion between the Museum and Village businesses.
4. Continue to work with CCTA on the installation of pedestrian friendly bus stops throughout the Village. Bus stops should include shelters, should be located to provide convenient access to village activities as well as for easy connection to the pedestrian/bicycle path network, and should be funded by grant sources whenever possible.
  5. Based on the concepts set forth in the 1988 Shelburne Village Plan and in the 2006 Village Plan Update, continue to make improvements to the pedestrian circulation system in the Village Center. A specified set of projects could include new walkways and lighting, reconstructed walkways with lighting, and lighting of existing walkways. In particular, pedestrian improvements associated with the high priorities specified in the Village Plan Update, should be implemented as soon as possible.
  6. Landscaping: In order to achieve the visual qualities and pedestrian orientation described in the Goals and Objectives and the 1988 Shelburne Village Plan and in the 2006 Village Plan Update, a comprehensive multi-year landscaping program should be initiated. The assistance of a qualified landscape designer may be helpful.
    - Initiate a long-term street tree planting program consistent with recommendations contained within the Shelburne Village Plan Update. This program will involve filling gaps in existing street trees, anticipating the death and removal of existing street trees, and establishing street trees where none currently exist. Appropriate professionals (e.g., landscape architects and/or arborists) should be consulted during the development and implementation of this program.
    - Develop and implement a design for landscaping the triangular Village green as a focal point in the Village, consistent with recommendations contained within the 2006 Village Plan Update and the Village Green and Parade Ground Landscape Master Plan (and subsequent updates). This may involve connecting it visually to other areas of the Village, and functionally to the pedestrian walkway network.
    - Develop and implement designs for landscaping the principal entrances to the Village, consistent with recommendations contained within the 2006 Village Plan Update. The intent is to visually differentiate the Village from the surrounding areas, as well as to announce arrival into the Village.
  7. Develop a design for Shelburne Road as it passes through the Village, consistent with recommendations contained within the 2006 Village Plan Update. The design should be limited to two lanes, must incorporate pedestrian amenities, and must be sensitive to the

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visual qualities of Shelburne Village. Also, the undergrounding of overhead utility lines should be a feature of the design.

8. Street lighting: The Town should install street lighting where appropriate. This determination shall recognize different needs for different areas such as along Shelburne Road, along other streets in the Village, and along pedestrian walkways. Fixtures should clearly differentiate the Village from surrounding areas, and create a relaxed, inviting, and pedestrian scaled atmosphere.
9. “Way Finding”: The Town should implement a unified design for a “way finding” system for the Village that incorporates directional and informational signs and identifies routes to various attractions (paths, trails, facilities, commercial establishments, cultural facilities, etc.) both within and outside of the Village.
10. Parking: Update the 2000 study<sup>1</sup> of current parking usage and anticipated parking needs in the Village. The new study should include an overall concept for meeting anticipated parking needs in the Village. If needed, additional parking shall be constructed, at developers’ expense, on schedule to be available when new development opens.
11. Utility Lines: The Town shall explore the possibility of placing existing overhead utility wires (both transmission and distribution lines) in the Village underground. At the very least, overhead street crossings should be moved underground to reduce visual clutter. Other options include moving overhead utility lines away from street rights-of-way to mid-block locations. In addition, the Town shall strongly encourage the undergrounding of utility lines along parcels undergoing development or redevelopment.
12. Conduct research on the potential benefits and impacts of an Official Map . The Official Map is a tool set forth in 24 V.S.A., Chapter 117, by which a municipality may designate locations for future public facilities and claim the right to purchase the sites if development is proposed on them.
13. Ensure the protection and proper management of the LaPlatte Nature Park by implementing (updating as needed) the Management Plan for the LaPlatte Nature Park.
- 13-14. Maintain Designations as Designated Village Center and Vermont Neighborhood (Neighborhood Development Area).

To facilitate the public improvements suggested above, it is recommended that they be incorporated into the Town’s on-going Capital Budget and Program as described in Vermont Statute (24 V.S.A., Chapter 117).

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<sup>1</sup> “Shelburne Village Transportation Plan Report”, Lamoureaux and Dickinson Consulting Engineers, Inc., December, 2000.

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## FUTURE LAND USE

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### **Growth Area 2: Beyond the Village**

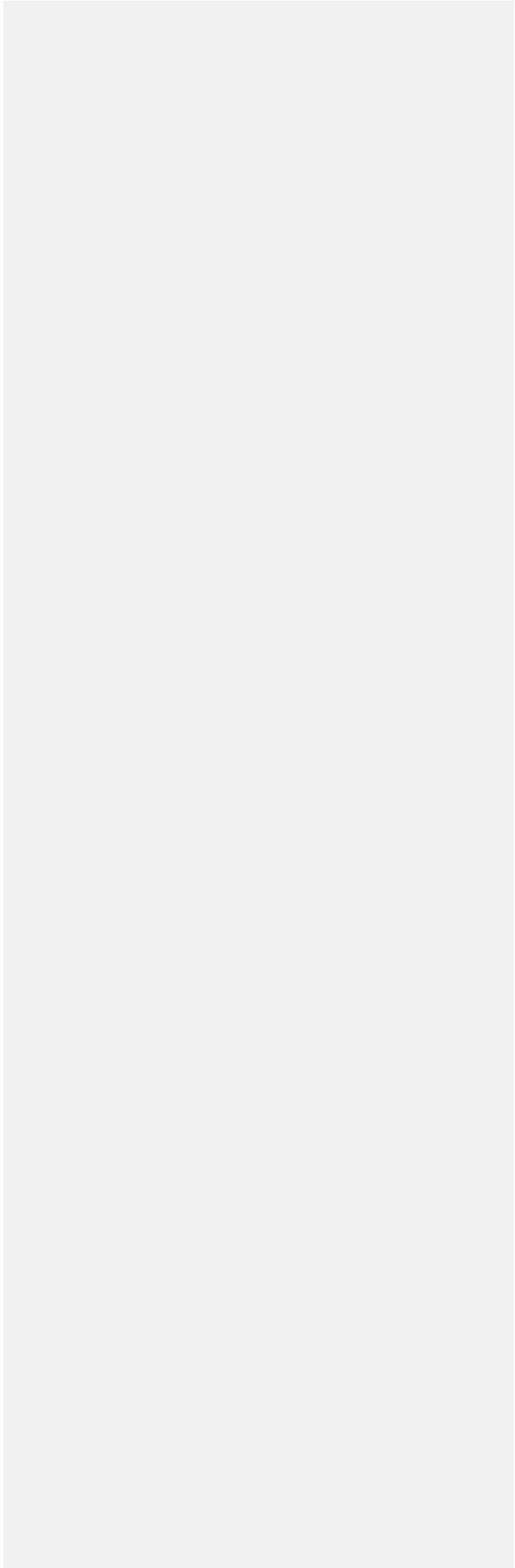
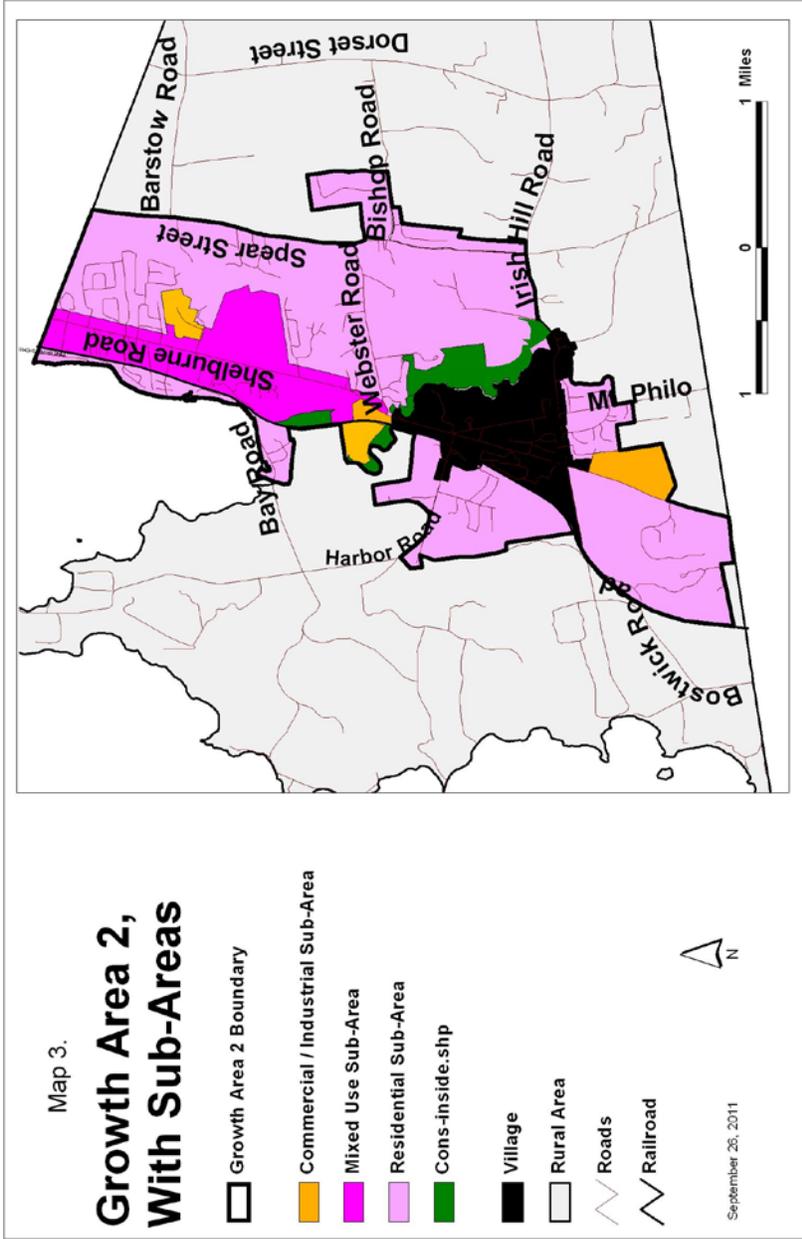
As noted above and shown in Map 1, the Shelburne Growth Area includes Shelburne Village (Growth Area 1) and the area beyond the Village (Growth Area 2) that is currently designated to be served by the municipal sewer system under the Town's Sewer Service Allocation Ordinance. It is Growth Area 2 that is to contain the majority of Shelburne's residential neighborhoods, along with commercial and industrial activities that do not fit into the Village Center but are well suited for other locations within the Sewer Service Area.

**GOAL: TO CREATE AN AREA SURROUNDING THE VILLAGE THAT CONTAINS PLEASANT, MODEST DENSITY NEIGHBORHOODS, AND THAT WILL ACCOMMODATE APPROPRIATE LEVELS OF SUB-REGIONAL COMMERCIAL AND INDUSTRIAL ACTIVITIES.**

Growth Area 2 is entirely served by the municipal sewer system and can accommodate densities that are higher than in the Rural Area but lower than in the Village Area. Significant portions of Growth Area 2 will be residential, and thus accommodate much of the anticipated residential growth. In addition, this area will contain most of the Town's industrial establishments and some large, region-serving commercial establishments. There are four components to Growth Area 2.

- **The Residential Area:** In acreage terms, most of the growth area will be residential and comprised of pleasant neighborhoods with a mixture of attached and detached dwellings. Some of these residential areas abut rural lands while a portion fronts on Lake Champlain.
- **The LaPlatte River Conservation Corridor:** Threading through the growth area and the Village is a series of conserved parcels along the LaPlatte River. Most of these have been conserved or are Town owned. These areas contain significant natural features and have been identified on the LaPlatte River Greenway Map.
- **The Commercial/Industrial Areas:** Immediately north of Shelburne Village, on the west side of Shelburne Road, is a small cluster of industrial establishments, and further west, vacant land designated for industrial use. A second cluster is located immediately south of Shelburne Village on the east side of Shelburne Road. A third area is located on the east side of Shelburne Road in the vicinity of Executive Drive.
- **The Mixed Use Area:** Along Shelburne Road north of Shelburne Village is a corridor which will contain a mixture of residential and commercial uses. This Mixed Use corridor may be broken up into clusters, separated by intervening areas of open land or public amenities. This area was the focus of Sustainable Development Assessment Team (SDAT) report prepared by a group sponsored by the American Institute of Architects, as well as of a Pilot Project completed by William Dennis of B. Dennis Town & Building Design. In the Mixed Use area, these qualities may be enhanced through the development of a Form Based Code.

The Growth Area with Sub-Areas Map (Map 3) shows these components of Growth Area 2.



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### OBJECTIVES:

1. Encourage non-residential development that is not suitable for the Village Area (Growth Area 1) but is well suited for other portions of the Town to locate in appropriate sections of Growth Area 2.
2. In the Commercial/Industrial Area, promote policies that will encourage developers to build using form-based solutions that enhance the community.
3. Clearly distinguish the points at which the Village Area begins. These Village entries are found on Shelburne Road north of the LaPlatte River bridge and south of Bostwick Road, on Harbor Road near the Shelburne Community School, and on Irish Hill Road just east of the LaPlatte River bridge.
4. Create a true mixture of residential and commercial development in the Mixed Use Area along Shelburne Road north of the Village Area. This should range from apartments above commercial uses to various types of residential structures linked with and integrated into the commercial developments. Commercial uses should be oriented towards local and sub-regional markets (e.g. drug stores, hardware stores, neighborhood stores). More specifically, the following objectives should be achieved in the Mixed Use Area:
  - Encourage clustered development in the Mixed Use Area, with buildings sited in groups with varying setbacks and well landscaped areas between structures and the road. Manage the intensity and siting of development so that it does not overwhelm the capacity of Shelburne Road.
  - Ensure that the Mixed Use Area does not become a suburban strip. Encourage developers to build using physical forms and architectural styles that enhance the community. Identify appropriate breaks in development for open spaces and/or mini-parks. Require appropriate front set-backs along Shelburne Road. Continue to promote shared driveways, and the location of parking away from areas immediately adjacent to the Shelburne Road right of way. A mixture of one and two story buildings can provide variation in roof lines. A secondary access road, parallel to Shelburne Road, may provide local access to both commercial and residential development.
  - If and until such time as comprehensive, physical form-based regulations are enacted in the district, continue to require that development on parcels of three acres or more be treated as Planned Developments, with design standards to achieve the desired mixed use neighborhoods.
  - Work to develop north-south pedestrian connections, off of Shelburne Road, to connect the various neighborhoods north of the Village and encourage vehicular connections between the boundaries of future residential developments.

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- Ensure that Shelburne Road and development in the mixed use corridor is well served by pedestrian and bicycle amenities and that the area is designed and landscaped with amenities appropriate to slow moving travelers.
  - Integrate transit stops into the pattern of mixed uses in order to serve both the residential and commercial developments.
5. Direct most of the Town's anticipated residential growth to Growth Area 2. Ensure that zoning regulations for this area are consistent with accommodating that growth.
  6. In the residential parts of Growth Area 2, encourage development of pleasant, compact neighborhoods. Require that development of parcels of three acres or more be treated as Planned Developments with design standards to encourage the following characteristics.
    - A mixture of housing types (detached and attached).
    - Encourage compact patterns of development with a range of residential lot sizes.
    - Narrow streets with street trees on both sides and sidewalks on at least one side.
    - Convenient access to transit stops.
    - Bicycle/pedestrian paths that connect residential neighborhoods to each other, to transit stops, to the Village and to other attractions.
    - Streets connecting future neighborhoods to eliminate the need to go onto collectors.
    - Neighborhood design should reflect and protect natural landforms.
    - Overall residential density in Growth Area 2 should be lower than in the Village Residential areas but higher than in the Rural Areas.
  7. Where natural features justify it, design residential neighborhoods to preserve open spaces and natural features.
  8. Protect streams and waterways with appropriate buffers and stormwater management systems.
  9. Look for opportunities to provide further connections for non-motorized travel between Spear Street and Shelburne Road.

## **FUTURE LAND USE**

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### **RECOMMENDED ACTIONS:**

The following actions are recommended to achieve the above goals and objectives:

1. **Zoning:** Revise the Zoning to periodically re-examine uses, dimensional requirements, and access requirements for the Residential, Commercial/Industrial and Mixed Use areas.
2. Undertake a design/build-out study of the Mixed Use Corridor to identify the visual qualities needed to ensure that development in this area achieves the above objectives and accommodates mixed use development while becoming an attractive prelude to the Village. One option available to complete this task is to supplement the Sustainable Development Assessment Team (SDAT) report prepared by the American Institute of Architects and the 'Pilot Project' report completed by William Dennis of B.Dennis Town & Building Design.
3. Using recommendations contained in the SDAT and Pilot Project reports improve the design review process guiding development in the Mixed Use Corridor. In addition to visual characteristics, the development review process should also consider such things as signage, circulation, impacts on Shelburne Road and its intersections, and alternative modes of transportation.
4. Building on the recommendations contained in the SDAT and Pilot Project reports, actively explore the development of a Form Based Code for the Shelburne Road corridor, starting with the completion of a multi-day design charrette involving property owners, residents, and a range of design professionals.
5. **Subdivision Regulations:** Revise Subdivision standards to encourage compact neighborhoods with street trees, narrow streets, sidewalks, and bicycle/pedestrian paths. Regulations should encourage provision of open spaces and bicycle/pedestrian paths that connect between subdivisions. Such regulations should also specify that subdivision designs will accommodate significant natural features and access to the public where appropriate.
6. Re-examine the Town's Public Works Standards to ensure that roads in the residential areas are no wider than necessary to provide safe residential and emergency vehicle access.
7. Establish connections for non-motorized travel between Spear Street and Shelburne Road. One possibility is to utilize the existing sewer line right-of-way. Non-motorized connections to surrounding neighborhoods shall also be created.
8. Using state guidelines as a minimum, review and if necessary update regulations establishing appropriate buffers of streams and other water bodies, and to require necessary treatment and management of stormwater.

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#### FUTURE LAND USE

9. Prohibit development and ensure the protection of the LaPlatte Nature Park and Shelburne Bay Park by implementing (updating as needed) the 2011 “Management Plan for Shelburne Bay Park; and 2011 “Management Plan for LaPlatte Nature Park”. In addition, develop and implement management plans for other conserved lands along the LaPlatte River.
10. Continue to pursue construction of the path network linking the Village Area and the residential neighborhoods north of Webster Road.
11. To the maximum extent allowed by law, require those proposing development or redevelopment in this Area to subscribe to the foregoing design and conservation principles.

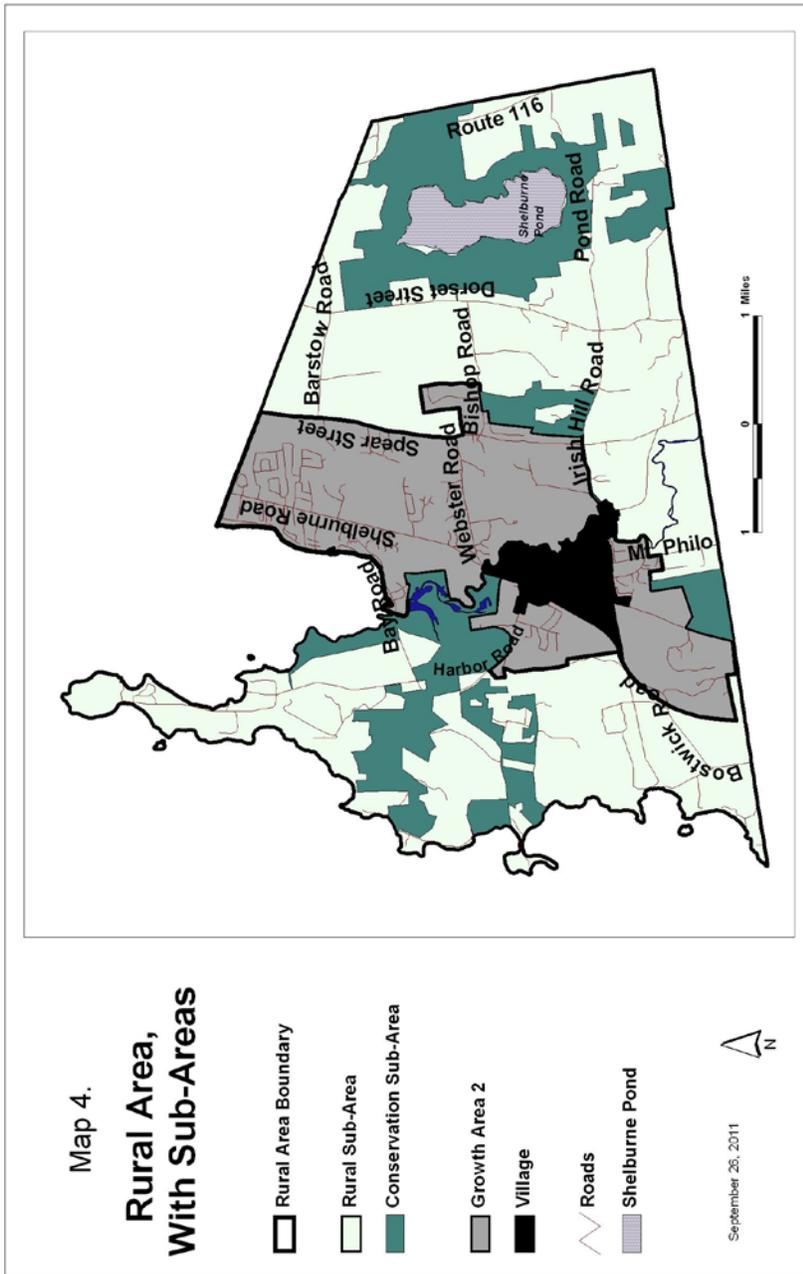
#### **The Rural Area: Outside of the Growth Area**

The area outside of Shelburne’s Growth Area is designated as the Rural Area. It is the Town’s policy to discourage development in the rural area in favor of development in the Growth Area. This is consistent with the Vision statement which reads: **“The Town will feature a compact and prominent village center first surrounded by residential neighborhoods, and then by lower-density development and a diverse mixture of open lands and natural areas.”** In addition, the Town will continue to actively protect the scenic and natural resources found in the outlying areas. The Town recognizes that these scenic and natural resources represent opportunities to our community for both traditional forms of recreation (hunting, fishing, snow-mobiling, and cross-country skiing) as well as more recently emerging activities (biking, hiking and jogging).

GOAL: TO PRESERVE AND MAINTAIN THE AGRICULTURAL, ECONOMIC, ENVIRONMENTAL, RECREATIONAL, AND AESTHETIC BENEFITS PROVIDED BY SHELBURNE’S RURAL LANDS WHILE AT THE SAME TIME BALANCING THE TOWN’S NEED FOR GROWTH AND SUCCESSFUL INTEGRATION OF THE TOWN INTO THE LARGER REGIONAL COMMUNITY.

The area defined as the Rural Area, i.e. the area outside of the Growth Area, is shown on the Rural Area with Sub-Areas Map (Map 4). The maps of scenic and natural resources (See in particular Maps 5, 7, 8, 9, 10, 11, 12, 13, and 16 in Volume 2 of this Plan) demonstrate that the Rural Area contains a diverse mix of farm land, forest land, open land, wildlife habitat, wetlands, and ponds.

Much of this area has already been conserved by the Town and/or various non-profit organizations. Some of the Rural Area has experienced residential development that is not consistent with the overall rural character. It is the Town’s policy that these residential areas shall not be expanded and that additional development within them be limited in order to minimize the infringement on the rural qualities of the Town. |



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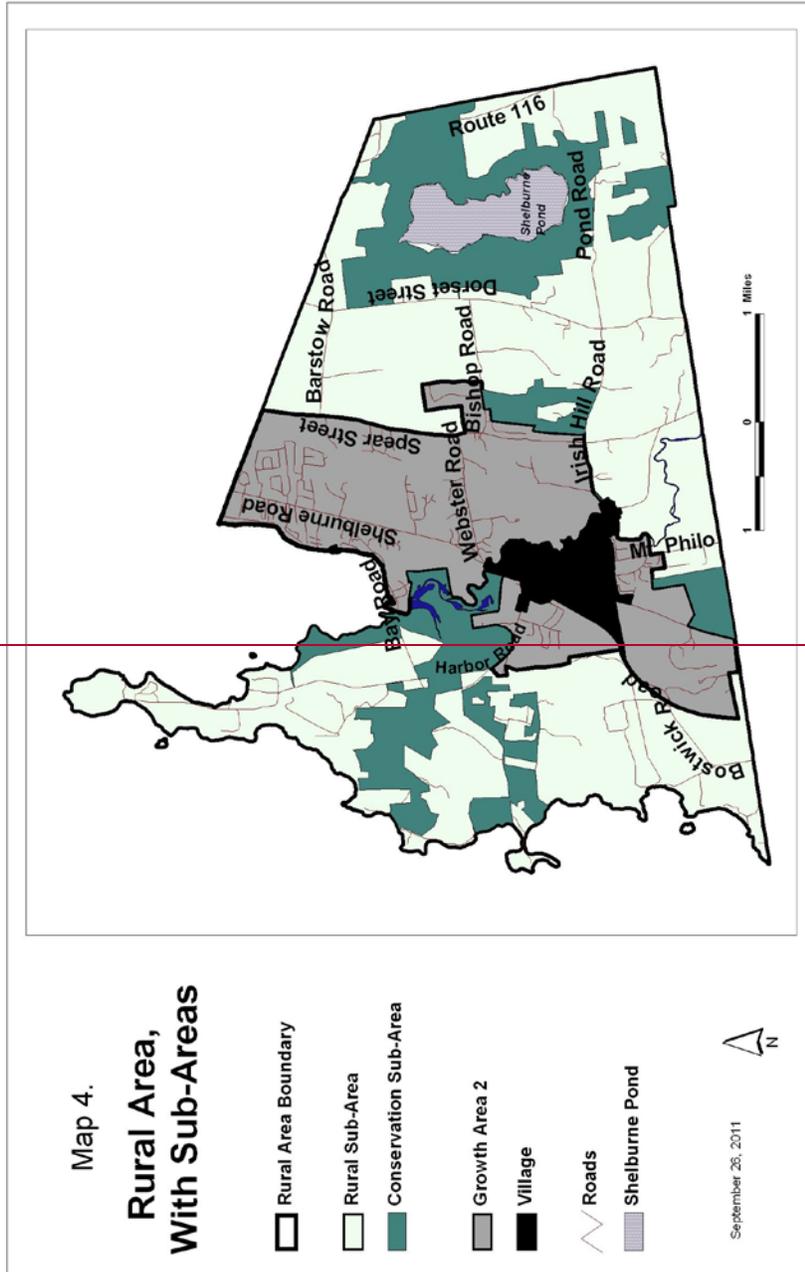
#### FUTURE LAND USE

While some development is anticipated in the Rural Area, it should be limited, of low density, and should give very high priority to identifying and preventing undue adverse impacts to the area's scenic and natural features and resources.

The density and intensity of uses in the Rural Area shall be distinctly lower than in the Growth Area, described above.

#### OBJECTIVES:

1. Identify and establish mechanisms to prevent undue adverse impacts on important scenic and natural resources and features in the Rural Area, including but not limited to productive agricultural and forestry soils, significant natural areas, critical wildlife habitat and corridors, wetlands, aquifer recharge areas, important views, ridgelines, and shorelines.
2. Identify and exclude from development locations that present significant constraints or hazards to sound development, including wet or unstable soils, flood hazard areas, and steep slopes. Undevelopable land area, such as wetlands, steep slopes, floodplains shall not be counted in determining density.
3. Conserve those resources identified on the Agricultural Potential of Soils Map (Map 5), LaPlatte River Greenway Map (Map 7), Wildlife Habitat and Associated Areas Map (Map 9), Natural Heritage Sites and Biological Natural Areas Map (Map 10), Public and Conserved Lands Map (Map 11), Surface Waters and Watercourses Map (Map 12), Wetlands and Hydric Soils Map (Map 13), and Significant Views Map (Map 16), all of which are contained in the Map Volume of this Plan.
4. Where development does occur in the Rural Area, encourage a clustered pattern that preserves the rural character, conserves open land for uses such as agriculture and passive recreation, and is sensitive to the land form and other natural features.
5. Strongly encourage land uses in the Rural Area that are resource based (such as forestry, agriculture, and horticulture) and that are comprised of small scale economic units that conserve the rural landscape. Uses shall be compatible with the scale and nature of the Rural Area.
6. Ensure that future residential development in the Rural Area is low density and designed to preserve and protect the scenic and natural resources and features of the area.



FUTURE LAND USE

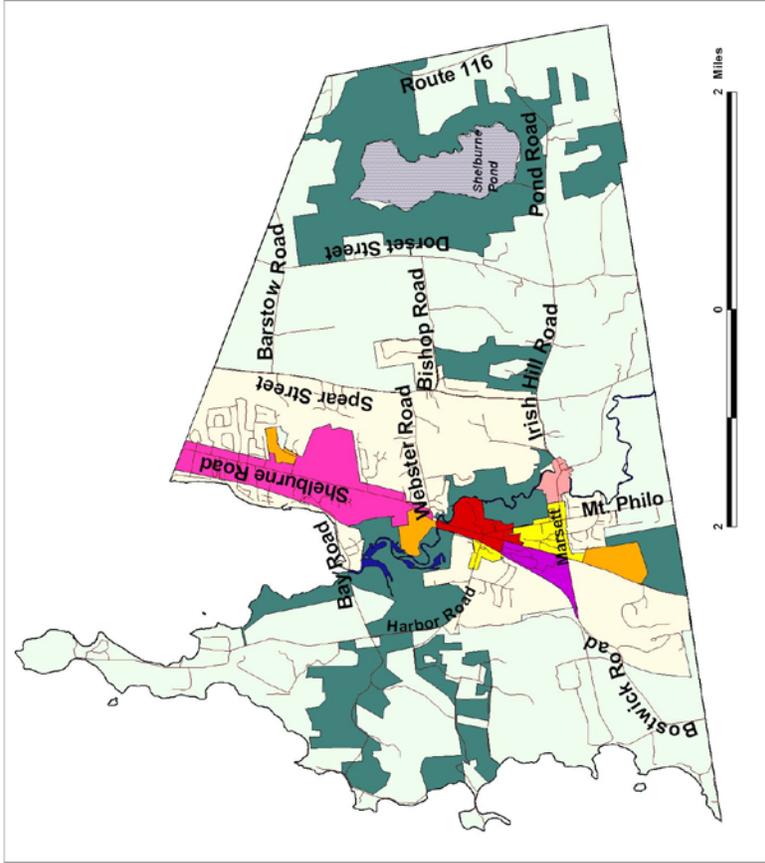
Map 5.

# Composite Future Land Use

-  Village Center Area
-  Village Residential Area
-  Institutional/Museum Area
-  Shelburne Falls Area
-  Mixed Use Area
-  Commercial/Industrial Area
-  Growth Area 2 Residential
-  Rural Area
-  Conservation Area
-  Roads
-  Shelburne Pond



September 26, 2011



## FUTURE LAND USE

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### RECOMMENDED ACTIONS:

1. Revise the Zoning Regulations to implement the above goal and objectives. Such revisions shall include:
  - On ongoing basis, consider the need to revise zoning district boundaries and descriptions, and update maps, as appropriate.
  - Add provisions to require the development of appropriate land management plans for lands being preserved or conserved.
  - Allow uses of farm structures which allow economic benefits while retaining the visual characteristics and agricultural utility of farm structures. Such uses might include storage facilities, forestry and wood products related uses, nursery businesses, maple sugaring, or wine making, small equipment repair, and appropriate associated activities.
  - Add provisions to ensure that adequate buffers are provided between residential and agricultural uses. Lot layouts and other design considerations should be used to minimize conflicts between these uses. Right-To-Farm deed language, which acknowledges the presence of and right to continue agricultural uses, may be required in these situations.
2. Amend the Town's Subdivision Regulations to reinforce the development objectives of the Rural Area. This may include:
  - Amend the Planning Standards to require that the natural and scenic resources and features identified in the Agricultural Potential of Soils Map (Map 5), LaPlatte River Greenway Map (Map 7), Wildlife Habitat and Associated Areas Map (Map 9), Natural Heritage Sites and Biological Natural Areas Map (Map 10), Public and Conserved Lands Map (Map 11), Surface Waters and Watercourses Map (Map 12), Wetlands and Hydric Soils Map (Map 13), and Significant Views Map (Map 16) (all contained in Map Volume of this Plan) be considered as appropriate in a manner consistent with the Vermont Supreme Court's "JAM Golf" decision.
  - Specify a subdivision design process that begins by identifying scenic and natural features and resources to be protected, including but not limited to those identified in the maps described in the bullet above, and then looks for ways that development might fit in around those features and resources.
3. Continue the Town's policy of not extending sewer lines beyond the boundaries of the current sewer service area.
4. Continue to provide information to land owners about conservation options for rural land.

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## FUTURE LAND USE

5. Continue to support the Town's Conservation Fund and use that fund to conserve lands containing the natural and scenic features and resources described in this section and elsewhere in this Comprehensive Plan. If appropriate, amend the guidelines for use of the Conservation Fund to include the development and implementation of management plans for conserved lands.
6. Work to ensure that utility lines are located (and relocated if possible) underground whenever possible, with consideration given to cost and whether the project giving rise to utility work involves new construction, renovation, and municipal activity.
7. To the maximum extent allowed by law, require those proposing development or redevelopment in the Rural Area to subscribe to the foregoing design and conservation principles.

### **Land Use Summary**

The discussion of the three land use areas can be combined to create a Future Land Use Map for Shelburne as shown in the Composite Future Land Use Map (Map 5). This map contains a total of nine designated areas. Of these:

- Two are described as areas for non-residential development (The Commercial/Industrial Area, and the Institutional/Museum Area),
- Three are described as areas for a mix of residential and non-residential uses (The Village Center Area, The Mixed Use Area, and The Shelburne Falls Area),
- Two are for residential development of varying densities (the Village Residential Area and the residential area in Growth Area 2),
- One is the Rural Area, and
- One is the Conservation Area.

The Village Center is expected to be the dominant location for retail and office uses, followed by the Mixed use Area.

The six areas that are intended to accommodate residential development will demonstrate a hierarchy of residential densities, as follows:

- Highest residential Density: Village Center Area
- Next Highest residential density: Mixed Use Area
- Third Highest residential density: Village Residential Areas and Shelburne Falls Area
- Next to lowest residential density: Residential Areas in Growth Area 2
- Lowest residential density: Rural Area

## FUTURE LAND USE

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The large Rural Area is intended to convey the image of open lands, and, in conjunction with the Conservation Area, is where much of the Town's conservation efforts are to be focused.

The Village Center portion of Growth Area One also contains the vast majority of Shelburne's Designated Village Center and Vermont Neighborhood (also known as a Neighborhood Development Area). The specific boundaries of the Designated Village Center and Vermont Neighborhood are depicted in Map 6 below. As noted above, the DVC supports community goals by giving the community priority consideration for state grants and other resources. VN designation supports community goals by providing special permit and tax incentives for communities and developers that commit to building mixed-income housing within and adjacent to designated village centers.

Altogether, these land use goals, objectives, and recommended actions will achieve the land use vision set forth in the Vision Section of this Plan.

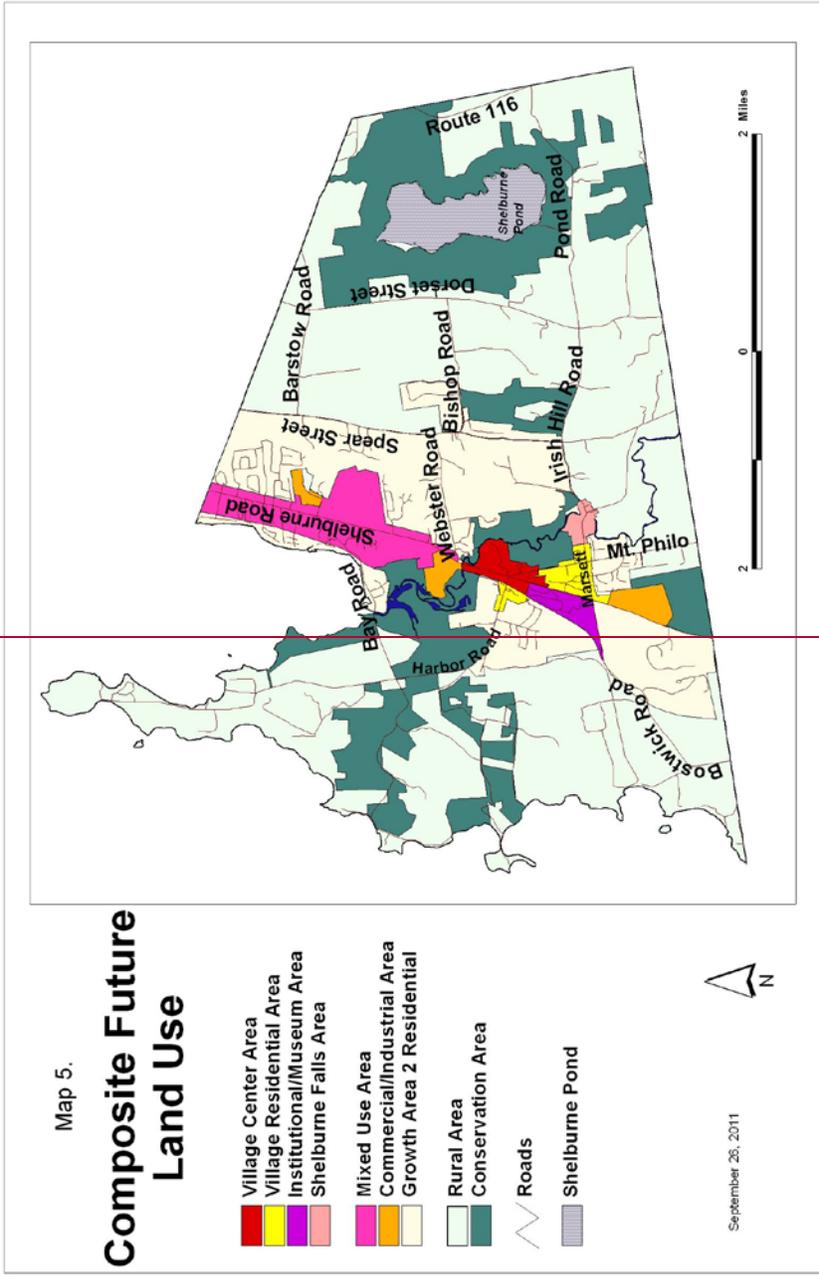
### Policy on Noise

In the Town's rural, residential and conservation zoning districts, in particular, but also in other districts, the Town has a substantial interest in preserving the public health, safety, and welfare of its residents and visitors by prohibiting unreasonable and disturbing noise and preventing noise that is prolonged, unsuitable for the time and place and/or detrimental to the peace, health and good order of the community. Thus, in such districts, no person shall make or cause to be made any loud or unreasonable noise, and the Town should, through available legal, regulatory and law enforcement mechanisms, take steps to prevent such noise. Noise shall be deemed "unreasonable" when it exceeds what is usual and customary in the rural, residential and conservation districts and disturbs, injures or endangers the peace and health of another or the health, safety and welfare of the community, and may include, without limitation, unreasonable noise from fixed outdoor audio devices, wind mills, wind turbines, or similar devices. It should be noted that the foregoing text in this paragraph is intended to meet the so-called "Mirkwood" standard (see below), as developed by the former Environmental Board and applied by the PSB to municipal plan provisions. Under *Mirkwood*,<sup>2</sup> a provision of a town plan evinces a specific policy if the provision: (a) pertains to the area or district in which the project is located; (b) is intended to guide or proscribe conduct or land use within the area or district in which the project is located; and (c) is sufficiently clear to guide the conduct of an average person, using common sense and understanding.

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<sup>2</sup> Re: The Mirkwood Group and Barry Randall, #1R0780-EB, Findings of Fact, Conclusions of Law, and Order at 29 (Aug. 19, 1996).

FUTURE LAND USE





# Planning Commission Reporting Form for Municipal Plan Amendments

Approved by the Planning Commission January 14, 2016

This report is in accordance with 24 V.S.A. §4384(c) which states:

*“When considering an amendment to a plan, the planning commission shall prepare a written report on the proposal. **The report shall address the extent to which the plan, as amended, is consistent with the goals established in §4302 of this title.**”*

*If the proposal would alter the designation of any land area, the report should cover the following points:*

- 1. The probable impact on the surrounding area, including the effect of any resulting increase in traffic, and the probable impact on the overall pattern of land use.*
- 2. The long-term cost or benefit to the municipality, based consideration of the probable impact on:  
(A) the municipal tax base; and  
(B) the need for public facilities;*
- 3. The amount of vacant land which is:  
(A) already subject to the proposed new designation; and  
(B) actually available for that purpose, and the need for additional land for that purpose.*
- 4. The suitability of the area in question for the proposed purpose, after consideration of:  
(A) appropriate alternative locations;  
(B) alternative uses for the area under consideration; and  
(C) the probable impact of the proposed change on other areas similarly designated*
- 5. The appropriateness of the size and boundaries of the area proposed for change, with respect to the area required for the proposed use, land capability and existing development in the area.”*

## **Brief explanation of the proposed Plan amendment.**

The Planning Commission has prepared these amendments to replace the existing Priority Paths and Sidewalks map with a new version prepared by the Bike and Pedestrian Paths Committee and add text and map that responds to statutory requirements governing designated village centers. Although substantive, the changes to the policy and narrative language are considered by the Planning Commission to be largely incremental. It should be noted that the current proposal does not include modification of the Plan’s “Composite Future Land Use Map” (Map 5).

## **Brief explanation of the extent to which the plan, as amended, is consistent with the goals established in section 4302 of this title.**

As the proposed changes to the Plan are considered incremental in nature, and because the Town’s planning process has been confirmed by the Regional Planning Commission, and because confirmation by the Regional Planning Commission requires that it find the Town “is engaged in a continuing planning process that, within a reasonable time, will result in a plan which is consistent with the goals contained in section 4302 of this title”, the Shelburne Planning Commission believes the resulting Plan, as amended, would be consistent with statutory goals.

More specifically, the Planning Commission hereby finds that:

- (1) The amendment does not materially affect the degree to which the Plan supports to establish a coordinated, comprehensive planning process.
- (2) The amendment does not materially affect the degree to which the Plan encourage citizen participation at all levels of the planning process.
- (3) The amendment does not materially affect the degree to which the Plan considers the use of resources and the consequences of growth and development for the region and the state, as well as the community in which it takes place.
- (4) The amendment does not materially affect the degree to which the Plan encourages municipalities to work creatively

together to develop and implement plans.

(5) The amendment does not materially affect the degree to which the Plan maintains the historic settlement pattern of compact village and urban centers separated by rural countryside, in that it would not increase intensive residential development in areas not related to community centers nor encourage strip development nor discourage economic growth nor modify public investment plans. As time passes, however, and the amount of bicycle and pedestrian infrastructure expands, and as the investment in the historic village center is encouraged, the Commission finds that the amendment will help reinforce the existing historic settlement pattern.

(6) The amendment does not materially affect the degree to which the Plan provide a strong and diverse economy that provides satisfying and rewarding job opportunities and that maintains high environmental standards.

(7) The amendment does not materially affect the degree to which the Plan broadens access to educational and vocational training opportunities sufficient to ensure the full realization of the abilities of all Vermonters.

(8) The amendment does materially affect the degree to which the Plan provides for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers. However, it does so in a manner supportive of the state planning goals, in that implementation of projects consistent with the map will expand opportunities for pedestrians and bicyclers, which in turn will yield safety and energy benefits and help support the economy.

(9) The amendment does materially affect the degree to which the Plan integrates highways, air, rail and other means of transportation. Again, it does so in a manner supportive of the state planning goals, in that implementation of projects consistent with the map will help integrate pedestrians and bicyclers into the overall transportation system.

(10) The amendment does materially affect the degree to which the Plan protects and preserve important natural and historic features of the Vermont landscape, including significant natural and fragile areas; outstanding water resources, including lakes, rivers, aquifers, shorelands and wetlands; significant scenic roads, waterways and views; or important historic structures, sites, or districts, archaeological sites and archaeologically sensitive areas. However, it does so in a manner supportive of the state planning goals, in that a distinct effort has been made to increase the degree to which investment in the retention of historic structures, an important feature of the Vermont landscape, is encouraged.

(11) The amendment does not materially affect the degree to which the Plan maintains and improve the quality of air, water, wildlife and land resources.

(12) The amendment does not materially affect the degree to which the Plan encourages the efficient use of energy and the development of renewable energy resources.

(13) The amendment does materially affect the degree to which the Plan maintains and enhance recreational opportunities for Vermont residents and visitors. However, it does so in a manner supportive of the state planning goals, in that implementation of projects consistent with the map will expand opportunities for pedestrians and bicyclers, some of whom are using the facilities while recreating.

(14) The amendment does not materially affect the degree to which the Plan encourages and strengthen agricultural and forest industries.

(15) The amendment does not materially affect the degree to which the Plan provides for the wise and efficient use of Vermont's natural resources and to facilitate the appropriate extraction of earth resources and the proper restoration and preservation of the aesthetic qualities of the area.

(16) The amendment does not materially affect the degree to which the Plan ensures the availability of safe and affordable housing for all Vermonters.

(17) The amendment does not materially affect the degree to which the Plan provides for an efficient system of public facilities and services to meet future needs, including fire and police protection, emergency medical services, schools, water supply and sewage and solid waste disposal.

(18) The amendment does not materially affect the degree to which the Plan ensures the availability of safe and affordable child care and to integrate child care issues into the planning process, including child care financing, infrastructure, business assistance for child care providers, and child care work force development.

**Brief explanation of the probable impact on the surrounding area, including the effect of any resulting increase in traffic, and the probable impact on the overall pattern of land use.**

The Planning Commission has concluded that, given there are no proposed changes to the Composite Future Land Use Map contained in the Plan, the amendments would be unlikely to have a significant impact on the surrounding area, traffic generation, and overall land use patterns. The proposed revisions do seek to enhance the overall patterns of land use by reinforcing existing land use patterns.

**Brief explanation of the long-term cost or benefit to the municipality, based upon consideration of the probable impact on municipal tax base; and the need for public facilities.**

The Planning Commission has concluded that, given there are no proposed changes to the Composite Future Land Use Map contained in the Plan, the amendments would be unlikely to have negative impact on municipal tax base and the need for public facilities. The Planning Commission foresees no negative impacts on the need for public facilities as a result of the proposed policy changes. To the contrary, by enhancing economic investment in the village core and improving mobility of residents, the Planning Commission foresees the revised policies resulting in positive impacts on the municipal tax base by enhancing property values.

**Brief explanation of the amount of vacant land which is: already subject to the proposed new designation; and actually available for that purpose, and the need for additional land for that purpose.**

As noted above, the set of proposed amendments does not include modification of the Plan's "Composite Future Land Use Map" (Map 5). Thus, the Planning Commission is not proposing directly any new designations of future land use.

**Brief explanation of the suitability of the area in question for the proposed purpose, after consideration of: appropriate alternative locations; alternative uses for the area under consideration; and the probable impact of the proposed change on other areas similarly designated.**

As noted above, the set of proposed amendments does not include modification of the Plan's "Composite Future Land Use Map" (Map 5). Thus, the Planning Commission is not proposing directly any new designations of future land use.

**Brief explanation of the appropriateness of the size and boundaries of the area proposed for change, with respect to the area required for the proposed use, land capability, and existing development in the area.**

As noted above, the set of proposed amendments does not include modification of the Plan's "Composite Future Land Use Map" (Map 5). Thus, the Planning Commission is not proposing directly any new designations of future land use.

**ATTACHMENTS**

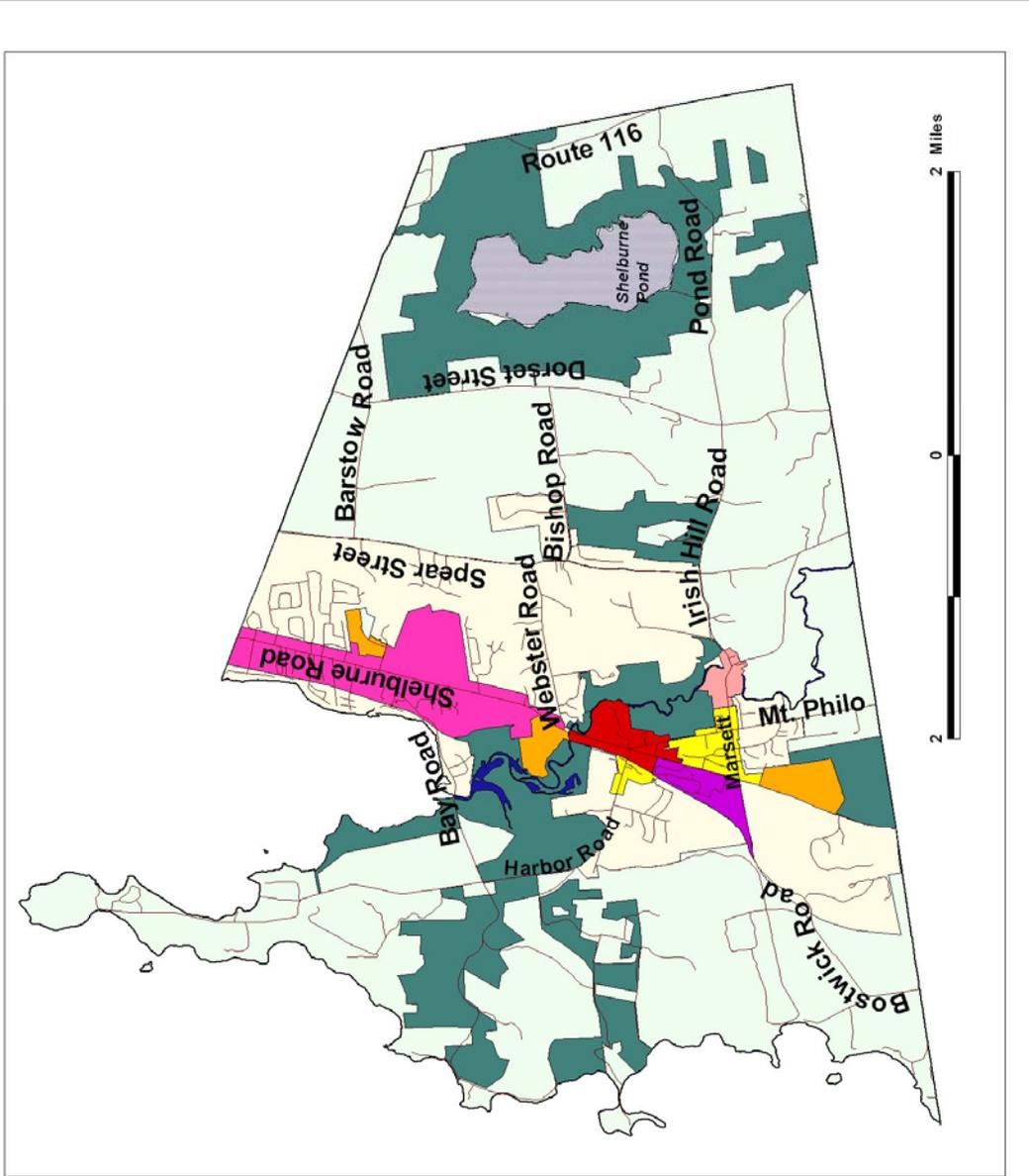
Composite Future Land Use Map  
Confirmation Letter

# Map 5. Composite Future Land Use

-  Village Center Area
-  Village Residential Area
-  Institutional/Museum Area
-  Shelburne Falls Area
-  Mixed Use Area
-  Commercial/Industrial Area
-  Growth Area 2 Residential
-  Rural Area
-  Conservation Area
-  Roads
-  Shelburne Pond



September 26, 2011



**Chittenden County Regional Planning Commission (CCRPC)  
Resolution**

**Shelburne's Comprehensive Plan Update & Planning Process**

WHEREAS, Title 24, V.S.A. § 4350 in part requires that CCRPC shall review the municipal planning process of our member municipalities including review of plans; that each review shall include a public hearing which is noticed as provided in 24 V.S.A. § 4350(b); and that before approving a plan the Commission shall find that it:

1. is consistent with the goals established in Section 4302 of this title;
2. is compatible with its Regional Plan;
3. is compatible with approved plans of other municipalities in the region;
4. contains all the elements included in § 4382(a)(1)-(11) of this Title.

WHEREAS, the CCRPC at its May 22, 2013 meeting approved the *CCRPC Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans* dealing with local plans and CCRPC action; and

WHEREAS, The Town of Shelburne, Vermont is a member municipality of this Commission; and

WHEREAS, The Town of Shelburne's Selectboard adopted the 2014 Comprehensive Plan on February 25, 2014; and

WHEREAS, The Town of Shelburne formally requested CCRPC to approve its Comprehensive Plan update and confirm its planning process; and

WHEREAS, The Planning Advisory Committee reviewed the Comprehensive Plan update and planning process; and

WHEREAS, the Planning Advisory Committee held a warned public hearing at the CCRPC, located at 101 W. Canal Street, Suite 202, Winooski, Vermont on May 21, 2014 at 3:40 PM, reviewed the records and recommended that, upon Selectboard adoption, the Commission approve Shelburne's Comprehensive Plan update as meeting the requirements of 24 V.S.A. § 4350 and the *Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans* and confirms the community's planning process as consistent with Title 24, Chapter 117.

NOW, THEREFORE, BE IT RESOLVED BY THE CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION, that, in compliance with 24 V.S.A. § 4350 and the *Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans*, CCRPC approves Shelburne's Comprehensive Plan update and the Commission finds that said Comprehensive Plan:

1. is consistent with the goals established in Section 4302 of Title 24;
2. is compatible with the *2013 Chittenden County Regional Plan, entitled the ECOS Plan*, adopted June 19, 2013;
3. is compatible with the approved plans from other adjacent Chittenden County municipalities; and
4. contains all the elements included in § 4382(a)(1)-(11) and/or is making substantial progress toward attainment of the elements of this subsection;

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION, that, in compliance with 24 V.S.A. § 4350 and the *Guidelines and Standards for Confirmation of Municipal Planning Processes and Approval of Municipal Plans*, CCRPC confirms the Town of Shelburne's municipal planning process.

Dated at Colchester, this 18<sup>th</sup> day of June, 2014.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION

  
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Lou Mossey, Chair