

### 3. LAND USE

#### Development Pattern

- Should concentrate development in inner core rather than dispersing out.
- Higher density is good; Circ encourages people to move further out.
- Jericho resident: No growth on the 5 miles of Rte 289 (several people concurred). Need better access outside of region without impacting residents of towns inside the region.
- Concern about development pressures along Rte 117. Over 1,000 acres undeveloped in Jericho, several large parcels. If Rte 117 appears more accessible because of transportation improvements (such as the Circ), then development can happen faster.
- Use land use controls to avoid future needs.
- Land use controls
- Existing industrial centers
- What will area look like if development proceeds in past trend?
- Population increased in recent years and will do so in future – need infrastructure to support it
- Any alternative will push growth to outer towns that are not ready for it.
- Transportation would make it easier to focus growth in centers with cluster zoning.
- Highway has provided opportunity to plan where growth should occur.
- Williston resident: New roads lead to sprawl
- Building of Circ will lead to sprawl. Need to focus on development in centers.
- Highway will promote sprawl: Follow route, perceived ease of travel. Talk to real estate agents. I-89 SE of Montpelier.
- Circ may detract from pass-by businesses on Rte 2A and surrounding corridors.
- [Circ] Right of Way bisects development.
- South Burlington resident: Circ is counter to promotion of city center – will cause sprawl
- Circ Highway would not affect land use in short term because development happens slowly in Vermont. Would affect long term.
- Much of past development based on anticipation of Circ.
- Sprawl is happening now. Circ exits would focus growth. Town plans depend on Circ.
- Growth isn't going to stop
- Land use change from cornfields to business development driven by population increase

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- Fracture village centers retail by building roads and other retailers move in. Village of Essex not as vital as before built section of Circ.
- Threats – property value goes down with Circ (Williston Residents)
- Commercial vacancy rates are high.
- Look at scenarios related to IBM growth/decline.
- Lack of land to build on in Burlington and Essex
- Evaluate different land use scenarios
- Increased capacity will increase development in Rural Towns
  - Towns may not be prepared
  - Increase demand for service –
  - Pollution and run-off
  - Visual impacts
  - Decline
- Smaller roads will keep speed down
  - Conducive to residential
  - Not as high cost
- Will accessibility improvements adversely affect downtown Burlington?
- Look at Essex Alliance Development (Old Stage Road)
- Development is attracted to interchanges on existing portion [of Rte 289]; development likely to occur at any new interchanges on new highway facilities
- Improving transportation infrastructure in the sprawled areas encourages more sprawl, therefore threatening village centers.
- Sprawl is what you can't see - house on a mountain top, scattered development.
- Modern zoning laws have resulted in very spread out development.
- Concerned about more sprawl happening
- Well-defined village centers an important part of Vermont. In jeopardy because zoning and planning regs/laws don't direct development /building into downtown centers
- Build transportation network to serve what you would like land use to be.
- Interchanges influence growth; what sort of land use policies affect growth outcomes in the surrounding areas.
- Disconnected land uses around interchanges; model should be New England Village not car culture.
- Model of self-sufficient New England - town center
- Look carefully at zoning along roadways – illustrations may help residents visualize change.

- Land Use change related to urban flight.
- Burlington residents: Attraction of Vermont is not high density housing.
- The issue is not about transportation but about good town planning.

### Housing/Jobs

- Lack of housing close to employment is a problem.
- Put housing where people work; more housing in Burlington.
- Jericho resident: Cost of housing in central core of the county increasing, while employment is in the core. Many people moving further out and need to commute. Retail destinations are attractors for weekday and weekend traffic. Roadway solution needed.
- Housing developments along Rte 15 have only one way out – leads to traffic congestion and is a concern in terms of emergency evacuation.
- Access to surrounding communities (lower cost housing) is needed.
- Lack of affordable housing pushing development out.
- Jericho/Underhill are bedroom communities attractive to development, with or without road improvements
- Housing moving out – development will happen with or without the highway (Circ). Pricing of houses.
- Single family homes – Town of Essex new homes built in last four years. In previous year only 7 new homes built in a community of 10,000 people.
- Look at jobs/housing imbalance. Move jobs out.
  - Retail works best with streets to slow people down – walkable community.
  - Single/multiple metrics. Land use indicators. Define sprawl before. VT Forum on Sprawl.
  - Look at existing roads first.
  - Where are the numbers to justify need?
- Jobs and employment – primary factors in Chittenden County
- Road improvements necessary to keep IBM where it is
- People and business issues need to be considered. Attract jobs/need infrastructure.
- Exit 17 has the potential to provide space for manufacturing and R & D space. The highway and the connectivity it provides will have economic development implications for IBM and the development of related industries.
- Look at major employers and prospects
- Roundabouts may have negative impact on businesses as traffic keeps flowing – less stops.
- Jobs moving into suburbs, out of Burlington.

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- In recent years loss of businesses and range of business types has occurred
- Threat of loss of downtown economy, move to tourist focus downtown
- Burlington Old North End: how might redirected traffic affect the neighborhood, e.g., mom-and-pop stores (and jobs many residents have in these local businesses). Old North End neighborhood has generally slow-moving local traffic. Would there be a change?
- Richmond resident : Concerned with development that may come after [if highway is built].

Open Space/ Recreation/Agricultural Land

- Essex resident: preserve natural areas. Keep Rte 15 moving.
- Jericho resident: existing rural natural character very important. Any road design should include habitat and recreational component as integral part – a “greenbelt”
- Compact settlements surrounded by open countryside, includes working landscapes, healthy habitat (wet/dry)
- Brennan Woods Resident: Want to have access to golf course for recreation (snowshoeing, hiking, golfing)
- Don’t assume project won’t influence overall county growth
- Corridor development encourages residential in non-growth centers (i.e., farmland conversion to residential)
- Loss of farmland – value of land, less agricultural activity
- Burlington residents: Major recreational use within former Circ right of way
- Check on map’s hiking trails, esp. in Essex Town.
- Encourage dense development and preserving open space
- Essex Junction residents: Parkway - lower speed, integration of recreation, wildlife, etc.
- Land use change happening in Jericho & Underhill – agricultural lands converting to residential.
- Different land use types have different costs to towns, e.g., farm use costs less in services than residential. As farms are lost to housing, this impacts taxes.