

CHAPTER 4 – IMPACTS AND MITIGATION

4.1 Introduction

This chapter evaluates the impact causing activities of each alternative in the context of the surrounding land use conditions. The evaluation includes consideration of consistency with current land use plans and policies, and land uses of particular importance to communities: community facilities, farmland, and parks and recreation resources. This evaluation focuses on the direct impacts of the alternatives. The potential for the alternatives to result in indirect land use effects is evaluated in the Indirect Effects and Cumulative Impacts Technical Report.

4.1.1 Context and Key Issues

Improvements to transportation systems can result in impacts to land use through acquisition of right-of-way for expansion of current roadways or the construction of new facilities. Change in land use can also occur beyond the right-of-way when the improvement changes access to surrounding land. The following potential impacts of activities associated with the project alternatives are evaluated.

- *Direct Displacements* – Highway improvements can result in a localized change in land use through the direct displacement of residents and businesses for right-of-way acquisitions necessary to widen an existing highway, provide space for new traffic flow and control features, or construct a highway on a new location. In some cases, these right-of-way activities involve partial acquisitions of properties and no significant alteration in their function or appearance. In cases where entire properties are within the new right-of-way or when a partial acquisition results in encroachment on a structure or such a significant portion of a parcel as to impair its use, the entire property is acquired.
- *Land Use Character, Policy and Plans* – A substantial number of residential or business displacements or a small number of concentrated displacements can alter the character and function of land use in a community and potentially conflict with future land use plans and goals put forth in community and municipal plans, regional plans, and state law, policies, and regulations.
- *Community Facilities* – Displacement of community facilities can alter access or provision of services vital to the health, cohesion, and quality-of-life of a community.
- *Farmland* – Acquisition of farmland can conflict with goals for the protection of soil resources, active farming, and pastoral landscapes set forth in the Federal Farmland Protection Policy Act (FPPA) of 1981 (7 U.S.C. § 4201-4209), and Act 250 (see Chapter 2).
- *Parks and Open Space* – Acquisition of parkland and open space can diminish these important community resources contrary.
- *Concerns Noted During Public Involvement* – In the Public Design Workshops held in February 2006,¹ participants expressed several concerns related to the extent of property acquisitions and the width of the roadway. Comments received include the following:

¹ Summary of February 2006 Public Design Workshops, held February 7, 2006 in Williston (on VT 2A Corridor), February 8, 2006 in Essex Junction (on VT2A Corridor), and February 9, 2006 in Williston (on Circ A/B Corridor).

- Comments received during the Public Design Workshop in Williston indicated concern that the width of a three or four lane roadway coupled with increased traffic flow and speed would be incompatible with the residential character of the area in north of Blair Park. The widened roadway and increased traffic flow would also constitute a barrier between neighborhoods in an area where intersections are widely spaced.
- Comments received during the Public Design Workshop in Essex Junction indicated concern that the extent of partial property acquisitions required to widen the existing roadway would substantially alter the character of land use in residential areas to the north of Blair Park in Williston and along the Park Street corridor in Essex Junction, as applicable to each of the alternatives. Particular concerns expressed included the shortening of front yards and setbacks resulting in alteration of the appearance of properties and utility of the space, and the loss of shade trees.
- Comments received during the Public Design Workshop in Essex Junction also indicated concern that a widened roadway would not be compatible with current plans for streetscape improvements that maintain current curblines and provide additional on-street parking. Overall, participants noted that increased traffic flow and speed is incompatible with the character and planning objectives of the Village.

4.2 Land Use, Zoning and Public Policy

4.2.1 No Build Alternative

Land use changes as a result of household and employment growth are forecasted for the VT 2A and Circ A/B corridor study areas under the No Build Alternative. Using the Chittenden County Land Use Allocation Module (LUAM) of the Chittenden County Transportation Model, household and employment growth from 2000 to 2030 was allocated to sub-municipal areas called Traffic Analysis Zones (TAZs). The results of this analysis for the VT 2A and Circ A/B corridors is summarized below to establish the future conditions under the No Build Alternative. More detail on the methodology and results is provided in Chapter 17 of the DEIS: Indirect Effects and Cumulative Impacts of the Evaluated Alternatives, and the Indirect Effects and Cumulative Impacts Technical Report. The development patterns anticipated in the local plans for each corridor are also described.

VT 2A Corridor

The TAZs within the VT 2A study area are expected to see an increase in housing units of approximately 73 percent, from 3,400 in 2000 to just over 5,800 in 2030. This amounts to an average annual growth rate of 1.8 percent. Just over half of the growth in housing units is expected to occur in the Williston portion of the corridor south of Industrial Avenue/Mountain View Road, where growth is expected to keep pace with the historical average for the town from 1960 to 2005 at approximately 3.7 percent per year.

A review of housing locations maintained by CCRPC revealed that approximately 180 housing units were added to the VT 2A corridor study area from 2000 to 2005. These units are included in the growth estimate cited above. In addition, a review of growth and development reports, development review board applications, and discussions with local planners indicated the potential for nearly 1,000 units to be developed in the TAZs within the VT 2A corridor study area from 2005 to 2015. Notable projects within VT 2A corridor in Williston include the Pecor property on US 2 with the potential for 300 units; the adjacent Village Associates development

with up to 110 units; and the Brandywine development with forty-nine units. Major projects in Essex Junction include Riverside in the Village on Park Street with up to 300 units; and Highland Village on Pearl Street with seventy-seven condominium units.

Land use and transportation modeling indicates that the VT 2A corridor study area can expect an increase in employment of approximately seventy-five percent from 12,400 in 2000 to over 21,700 in 2030. This amounts to an average annual growth rate of 1.9 percent. Much of this employment will be accommodated through build-out and in-fill in the existing commercial areas surrounding Taft Corners.

In general, the *Williston Town Plan* indicates that the Town expects future development to be concentrated in the Taft Corners and Village areas that are zoned for residential and commercial growth. The Town Plan anticipates growth through mixed use development on currently vacant parcels, in-fill, and redevelopment as the need for housing and commercial establishments grows in the future. The Town Plan indicates that the Town would “work with landowners to build the grid streets that have been planned for the Taft Corners area. These streets will provide the access needed for a more intense, pedestrian friendly development pattern.”² The Plan also indicates that the area east of Maple Tree Place would be zoned for mixed-use residential development:

...is intended to permit higher density residential development mixed with limited retail and office uses. The Town’s vision for its commercial center can only be realized if a substantial number of people live here, within walking distance of the theater, shops, cafes, and other businesses in the TCZD [Taft Corners Zoning District].³

The *Essex Junction Comprehensive Plan Update* notes that the Park Street corridor has been in a state of transition, with the areas nearest Five Corners undergoing conversion from single family to multi-family and commercial development. The village expects this development pattern to continue into the future. The Village expects this development pattern to continue into the future and notes the following goals for the Village Center area which included Five Corners:

Creation or preservation of affordable housing within this area is encouraged. Emphasis is placed upon pedestrian and bicycle access to the commercial center. Design criteria may be developed to encourage construction similar to existing structures. Setbacks, parking and other requirements will be drafted to encourage development similar to existing development. Special Review may be required within the designated Village Center area.⁴

Circ A/B Corridor

The TAZs within the Circ A/B corridor study area are expected to see an increase in housing units of approximately seventy-three percent, from 1,900 in 2000 to just over 3,300 in 2030. This amounts to an average annual growth rate of 1.8 percent. Most of the growth in housing units is expected to occur in the Williston portion of the corridor south of the sand pit, where growth is expected to be about one percentage point less than historical average for the town from 1960 to 2005 at approximately 2.7 percent per year.

A review of housing locations maintained by CCRPC revealed that approximately 240 housing units were added to the Circ A/B corridor study area from 2000 to 2005. These units are included in the growth estimate cited above. In addition, a review of growth and development reports, development review board applications, and discussions with local planners indicated the potential for nearly 1,000 units to be developed in the TAZs within the Circ A/B corridor

² Town of Williston Comprehensive Plan 2006, page 15.

³ Town of Williston Comprehensive Plan 2006, page 16.

⁴ 2002 Essex Junction Comprehensive Plan Update, page 67.

study area from 2005 to 2015. Notable projects within the corridor in Williston include the Pecor property on US 2 just off of VT 2A with the potential for 300 units; the adjacent Village Associates development with up to 110 units; the Coyote Run development to the east of the Circ A/B right-of-way and north of Metcalf Drive with ten units, and the Goodrich/Barone property along US 2 with fourteen units.

Land use and transportation modeling indicates that the Circ A/B corridor study area can expect an increase in employment of approximately ninety-three percent, from 4,070 in 2000 to over 7,870 in 2030. This amounts to an average annual growth rate of 2.2 percent. Much of this employment will be accommodated through build-out and infill in the existing commercial areas surrounding Taft Corners in the western portion of the project area.

In general, the *Williston Town Plan* indicates that the town expects future development to be concentrated in the Taft Corners and village areas that are zoned for residential and commercial growth. The Town Plan anticipates growth through mixed use development on currently vacant parcels, infill, and redevelopment as the need for housing and commercial increases in the future. The Plan calls for the extension of the Village Zoning District west to the Circ A/B right-of-way. The purpose of this expansion is as follows:

It will continue the historic design themes of the village to a logical breaking point: the Circ right-of-way between the "old" and "new" centers of Williston.... It recognizes the difficulties of developing the narrow strip of land between Rt. 2 and the watershed protection buffer along Allen Brook, which is not suitable for the type of development anticipated by the Medium Density Residential zoning. Placing this parcel in the VZD will permit a planned development of modest home that are compatible with those in the village, and can take advantage of the opportunities for small businesses that are available in the VZD. The ability to have businesses should make the homes attractive even with the higher traffic volumes along Route 2.⁵

The Plan indicates that the remainder of the study area to the north up to Mountain View Road is medium density residential. North of Mountain View Road, the Plan indicates that the area should remain agricultural/rural residential with the exception of the Chittenden Solid Waste District (CSWD) properties including the quarry, VELCO, and the retired town landfill which would be in an expanded Industrial B zoning district. This would allow the town to eliminate landfills as a permitted use in the general agricultural district and permit a methane recovery and power generation plan proposed by CSWD as an accessory use in the expanded district.

In Essex, the area surrounding the VT 289 and VT 117 junction is within the sewer core and zoned for medium density residential. The *Essex Town Plan* indicates that growth should be centered in existing developed areas within the sewer core. The Plan indicates that "as land becomes scarcer, additional development or redevelopment can be considered in neighborhood growth centers" in keeping with the essential character of the existing neighborhoods. Specific objectives relevant to the areas adjacent to the Circ A/B corridor include:

- Encourage provision for green belts, open space, and recreational amenities within new residential development.
- Encourage vehicular connections and trail connections between old and new development.
- Encourage affordable housing to allow for a wider income mix of residents.

⁵ Town of Williston Comprehensive Plan 2006, page 16.

- Provide flexibility in zoning and subdivision regulations to allow for zero-lot line development, higher densities for multi-family housing, and vertical construction through modification of height and setback requirements.

Consistency with Local Plans

Future residential and commercial development is expected to occur consistent with municipal plans under the No Build Alternative. However, the No Build Alternative would be inconsistent with the transportation portions of the plans of Williston, Essex and Essex Junction which call for the completion of the CCCH (including Segments A and B). The No Build Alternative would be inconsistent with local planning that has anticipated construction of the CCCH, including the Chittenden Solid Waste District Regional Landfill which was accepted by Williston “with the understanding that the truck traffic serving this facility would be able to use the highway once constructed” (Williston Selectboard, 2005).

The No Build Alternative would be inconsistent with the preferences expressed in the resolution passed by Essex and Essex Junction (See Chapter 3), including support for the completion of the CCCH and the provision of an alternative route to the Village of Essex Junction for through traffic and emergency vehicles.

4.2.2 VT 2A Alternatives

Alternative 2 – Four-Lane VT 2A with Signalized Intersection Improvements

Land Use

The limited number of residential (3) and business (4) displacements under Alternative 2 would not be expected to alter the character of land use in the VT 2A corridor. The residential and business displacements involve uses that are well represented in the community and can be relocated, would not occur in a concentrated area, and would not result in a substantial diminishment of the household or employment base of the community.

The extent of partial property acquisitions has been noted as a concern in public involvement. In the Public Design Workshops for the Circ-Williston Transportation Project held in February 2006,⁶ participants expressed concern that the number of partial property acquisitions required to widen the existing roadway would substantially alter the character of land use in residential areas to the north of Blair Park in Williston and along the Park Street corridor in Essex Junction. Particular concerns expressed included the shortening of front yards and setbacks resulting in alteration of the appearance of properties and utility of the space, and the loss of shade trees. Mitigation could involve design changes to minimize roadway width in these areas and appropriate landscaping.

Consistency with Local Plans

Alternative 2 would be inconsistent with the comprehensive plans of Williston, Essex and Essex Junction since the plans of each of these municipalities include the completion of the CCCH (including Segments A/B). Alternative 2 would be inconsistent with local planning that has anticipated construction of the CCCH, including the Chittenden Solid Waste District Regional Landfill which was accepted by Williston “with the understanding that the truck traffic serving this facility would be able to use the highway once constructed” (Williston Selectboard, 2005).

Alternative 2 would also be inconsistent with planning for the Essex Junction Redevelopment Project, which involves streetscape improvements and additional parking along VT 2A. Under

⁶ Summary of February 2006 Public Design Workshops, held February 7, 2006 in Williston (on VT 2A Corridor), February 8, 2006 in Essex Junction (on VT2A Corridor), and February 9, 2006 in Williston (on Circ A/B Corridor).

Alternative 2, there would be a net loss of fifty-eight on-street parking spaces on VT 2A between South Street and Five Corners to accommodate roadway widening.

Alternative 2 would be inconsistent with the preferences expressed in the resolution passed by Essex, Essex Junction (See Chapter 3). Alternative 2 would adversely impact properties listed or eligible for the National Register of Historic Places (See the Chapter 10 of the DEIS and the Cultural Resources Technical Report). Alternative 2 would also widen the footprint of roads and intersections in Essex Junction and reduce the amount of available parking. Alternative 2 would not provide an alternative route to the Village of Essex Junction for through traffic and emergency vehicles.

Alternative 3 – Four-Lane VT 2A with Roundabouts

Land Use

The limited number of residential (6) and business (4) displacements under Alternative 3 would not be expected to alter the character of land use in the VT 2A corridor. The residential and business displacements involve uses that are well represented in the community and can be relocated, would not occur in a concentrated area, and would not result in a substantial diminishment of the household or employment base of the community.

The extent of partial property acquisitions has been noted as a concern in public involvement. In the Public Design Workshops for the Circ-Williston Transportation Project held in February 2006,⁷ participants expressed concern that the number of partial property acquisitions required to widen the existing roadway would substantially alter the character of land use in residential areas to the north of Blair Park in Williston and along the Park Street corridor in Essex Junction. Particular concerns expressed included the shortening of front yards and setbacks resulting in alteration of the appearance of properties and utility of the space, and the loss of shade trees. Mitigation could involve design changes to minimize roadway width in these areas and appropriate landscaping.

Consistency with Local Plans

The Alternative 3 would be inconsistent with the comprehensive plans of Williston, Essex and Essex Junction since the plans of each of these municipalities include the completion of the CCCH (including Segments A/B). Alternative 3 would be inconsistent with local planning that has anticipated construction of the CCCH, including the Chittenden Solid Waste District Regional Landfill which was accepted by Williston “with the understanding that the truck traffic serving this facility would be able to use the highway once constructed” (Williston Selectboard, 2005).

Alternative 3 would also be inconsistent with planning for the Essex Junction Redevelopment Project, which involves streetscape improvements and additional parking along VT 2A. Under Alternative 3, there would be a net loss of fifty-eight on-street parking spaces on VT 2A between South Street and Five Corners to accommodate roadway widening.

Alternative 3 would be inconsistent with the preferences expressed in the resolution passed by Essex, Essex Junction (See Chapter 3). Alternative 3 would adversely impact properties listed or eligible for the National Register of Historic Places (See Chapter 10 of the DEIS and the Cultural Resources Technical Report). Under Alternative 3, a roundabout at the Five Corners intersection would require a partial take of Veteran’s Memorial Park. Alternative 3 would also widen the footprint of roads and intersections in Essex Junction and reduce the amount of

⁷ Summary of February 2006 Public Design Workshops, held February 7, 2006 in Williston (on VT 2A Corridor), February 8, 2006 in Essex Junction (on VT2A Corridor), and February 9, 2006 in Williston (on Circ A/B Corridor).

available parking. Alternative 3 would not provide an alternative route to the Village of Essex Junction for through traffic and emergency vehicles.

Alternative 22 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections

Land Use

The limited number of residential (1) and business (5) displacements under Alternative 22 would not be expected to alter the character of land use in the VT 2A corridor. The residential and business displacements involve uses that are well represented in the community and can be relocated, would not occur in a concentrated area, and would not result in a substantial diminishment of the household or employment base of the community.

The extent of partial property acquisitions has been noted as a concern in public involvement. In the Public Design Workshops for the Circ-Williston Transportation Project held in February 2006,⁸ participants expressed concern that the number of partial property acquisitions required to widen the existing roadway would substantially alter the character of land use in residential areas to the north of Blair Park in Williston. Particular concerns expressed included the shortening of front yards and setbacks resulting in alteration of the appearance of properties and utility of the space, and the loss of shade trees. Mitigation could involve design changes to minimize roadway width in this area and appropriate landscaping.

Consistency with Local Plans

The Alternative 22 would be inconsistent with the comprehensive plans of Williston, Essex and Essex Junction since the plans of each of these municipalities include the completion of the CCCH (including Segments A/B). Alternative 22 would be inconsistent with local planning that has anticipated construction of the CCCH, including the Chittenden Solid Waste District Regional Landfill which was accepted by Williston “with the understanding that the truck traffic serving this facility would be able to use the highway once constructed” (Williston Selectboard, 2005).

Alternative 22 would also be partially inconsistent with planning for the Essex Junction Redevelopment Project, which involves streetscape improvements and additional parking along VT 2A. Parking availability in Essex Junction would not be changed by Alternative 22, which does not involve roadway widening in Essex Junction. However, Alternative 22 does include a roundabout at Five Corners that would be inconsistent with the Essex Junction Redevelopment plan for this intersection (e.g. plans for landscaping, sidewalk and curb replacement, pedestrian crossing strips, and lighting)

Alternative 22 would be inconsistent with the preferences expressed in the resolution passed by Essex, Essex Junction (See Chapter 3). Alternative 22 would adversely impact properties listed or eligible for the National Register of Historic Places (See Chapter 10 of the DEIS and the Cultural Resources Technical Report). Under Alternative 22, a roundabout at the Five Corners intersection would require a partial take of Veteran’s Memorial Park. Alternative 22 would also widen the footprint of roads and intersections in Essex Junction and reduce the amount of available parking. Alternative 22 would not provide an alternative route to the Village of Essex Junction for through traffic and emergency vehicles.

⁸ Summary of February 2006 Public Design Workshops, held February 7, 2006 in Williston (on VT 2A Corridor), February 8, 2006 in Essex Junction (on VT2A Corridor), and February 9, 2006 in Williston (on Circ A/B Corridor).

4.2.3 Circ A/B Alternatives

Alternative 16a – Circ A/B Limited Access Highway (No Connection to US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

Land Use

No property acquisitions in the Circ A/B corridor would be required for Alternative 16a. The VT 2A spot improvements would require a small number of partial property acquisitions that would not displace residents or businesses. The extent of property acquisitions would not affect land use character in the VT 2A corridor.

Consistency with Local Plans

Completion of the CCCH (including Segments A/B) is supported by the comprehensive plans of Williston, Essex, and Essex Junction and has been anticipated in local planning.

Alternative 16a would be consistent with the preferences expressed in the resolution passed by Essex and Essex Junction (See Chapter 3). The VT 2A spot improvements that would occur in Essex Junction as part of Alternative 16a would be relatively minor and would not impact historic properties or Veteran's Memorial Park.

The VT 2A spot improvements at Five Corners would be inconsistent with the Essex Junction Redevelopment Project. However, on-street parking on VT 2A would not be affected by the VT 2A spot improvements. The magnitude of the conflict between the VT 2A spot improvements and the Essex Junction Redevelopment Project is minor because most of the changes anticipated as part of the Essex Junction Redevelopment Project would not be affected.

Alternative 16b – Circ A/B Limited Access Highway (Partial Cloverleaf Interchange at US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

Land Use

Right-of-way acquisition for Alternative 16b would require the displacement of one residence in the Circ A/B corridor. Alternatives 16b would also require the acquisition of small portions of other properties in the Circ A/B corridor that are not expected to encroach upon structures or substantially alter the use of the property. The VT 2A spot improvements would require a small number of partial property acquisitions that would not displace residents or businesses. The full and partial parcel acquisitions under Alternative 16b are not expected to alter the character of land use in the VT 2A and Circ A/B corridors.

Consistency with Local Plans

Completion of the CCCH (including Segments A/B) is supported by the comprehensive plans of Williston, Essex, and Essex Junction and has been anticipated in local planning. However, the proposed partial cloverleaf interchange at US 2 is inconsistent with the *Williston Town Plan*, which states that there should be no interchange between the CCCH and US 2.

Alternative 16b would be consistent with the preferences expressed in the resolution passed by Essex and Essex Junction (See Chapter 3). The VT 2A spot improvements that would occur in Essex Junction as part of the Circ A/B Alternatives would be relatively minor, and would not impact historic properties or Veteran's Memorial Park.

The VT 2A spot improvements at Five Corners would be inconsistent with the Essex Junction Redevelopment Project. However, on-street parking on VT 2A would not be affected by the VT 2A spot improvements. The magnitude of the conflict between the VT 2A spot improvements

and the Essex Junction Redevelopment Project is minor because most of the changes anticipated as part of the Essex Junction Redevelopment Project would not be affected.

Alternative 16c – Circ A/B Limited Access Highway (No Connection to US 2 and Diamond Interchange at Mountain View Road) with VT 2A Spot Improvements

Land Use

Alternative 16c would require the acquisition of one vacant parcel in the Circ A/B corridor. Alternative 16c would also require the acquisition of small portions of other properties that are not expected to encroach upon structures or substantially alter the use of the property. The VT 2A spot improvements would require a small number of partial property acquisitions that would not displace residents or businesses. The full and partial parcel acquisitions under Alternative 16c are not expected to alter the character of land use in the VT 2A and Circ A/B corridors.

Consistency with Local Plans

Completion of the CCCH (including Segments A/B) is supported by the comprehensive plans of Williston, Essex, and Essex Junction and has been anticipated in local planning.

Alternative 16c would be consistent with the preferences expressed in the resolution passed by Essex and Essex Junction (See Chapter 3). The VT 2A spot improvements that would occur in Essex Junction as part of the Circ A/B Alternatives would be relatively minor, and would not impact historic properties or Veteran's Memorial Park.

The VT 2A spot improvements at Five Corners would be inconsistent with the Essex Junction Redevelopment Project. However, on-street parking on VT 2A would not be affected by the VT 2A spot improvements. The magnitude of the conflict between the VT 2A spot improvements and the Essex Junction Redevelopment Project is minor because most of the changes anticipated as part of the Essex Junction Redevelopment Project would not be affected.

Alternative 17 – Circ A/B Boulevard with VT 2A Spot Improvements

Land Use

Alternative 17 would require the acquisition of small portions of properties in the Circ A/B corridor that are not expected to encroach upon structures or substantially alter the use of the property. The VT 2A spot improvements would require a small number of partial property acquisitions that would not displace residents or businesses. The full and partial parcel acquisitions under Alternative 17 are not expected to alter the character of land use in the VT 2A and Circ A/B corridors.

Consistency with Local Plans

Completion of the CCCH (including Segments A/B) is supported by the comprehensive plans of Williston, Essex, and Essex Junction and has been anticipated in local planning. However, an at grade intersection with US 2 under Alternative 17 would be inconsistent with the *Williston Town Plan*, which states that there should be no interchange between the CCCH and US 2.

Alternative 17 would be consistent with the preferences expressed in the resolution passed by Essex and Essex Junction (See Chapter 3). The VT 2A spot improvements that would occur in Essex Junction as part of the Circ A/B Alternatives would be relatively minor, and would not impact historic properties or Veteran's Memorial Park.

The VT 2A spot improvements at Five Corners would be inconsistent with the Essex Junction Redevelopment Project. However, on-street parking on VT 2A would not be affected by the VT 2A spot improvements. The magnitude of the conflict between the VT 2A spot improvements

and the Essex Junction Redevelopment Project is minor because most of the changes anticipated as part of the Essex Junction Redevelopment Project would not be affected.

4.2.4 Hybrid Alternatives

Alternative 18 – Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street

Land Use

The Alternative 18 would result in residential (3) and business (4) displacements in the VT 2A corridor. In the Circ A corridor, the Circ Street would not require any residential or business displacements. Three partial acquisitions would occur at the Circ Street interchange with I-89 to accommodate a diamond interchange with roundabouts. The partial property acquisitions associated with the Circ Street would not encroach upon structures or substantially alter the use of the affected properties.

The limited number of residential and business displacements under Alternative 18 is not expected to alter the overall character of land use in the VT 2A corridor. The residential and business displacements involve uses that are well represented in the community and can be relocated, will not occur in a concentrated area, and will not result in a substantial diminishment of the household or employment base of the community.

The extent of partial property acquisitions along VT 2A has been noted as a concern in public involvement. In the Public Design Workshops for the Circ-Williston Transportation Project held in February 2006,⁹ participants expressed concern that the number of partial property acquisitions required to widen the existing roadway would substantially alter the character of land use in residential areas to the north of Blair Park in Williston and along the Park Street corridor in Essex Junction. Particular concerns expressed included the shortening of front yards and setbacks resulting in alteration of the appearance of properties and utility of the space, and the loss of shade trees. Mitigation could involve design changes to minimize roadway width in these areas and appropriate landscaping.

Consistency with Local Plans

Alternative 18 would be inconsistent with the comprehensive plans of Williston, Essex and Essex Junction, the Essex and Essex Junction resolution, and the Essex Junction Redevelopment Project (see discussion under Alternative 2, above). The Circ Street would also be inconsistent with local plans for the CCCH (including segments A/B).

Alternative 19 – Four-Lane VT 2A with Roundabouts Plus Circ Street

Land Use

The Alternative 19 would result in residential (6) and business (4) displacements in the VT 2A corridor. In the Circ A corridor, the Circ Street would not require any residential or business displacements. Three partial acquisitions would occur at the Circ Street interchange with I-89 to accommodate a diamond interchange with roundabouts. The partial property acquisitions associated with the Circ Street would not encroach upon structures or substantially alter the use of the affected properties.

The limited number of residential and business displacements under Alternative 19 is not expected to alter the overall character of land use in the VT 2A corridor. The residential and

⁹ Summary of February 2006 Public Design Workshops, held February 7, 2006 in Williston (on VT 2A Corridor), February 8, 2006 in Essex Junction (on VT2A Corridor), and February 9, 2006 in Williston (on Circ A/B Corridor).

business displacements involve uses that are well represented in the community and can be relocated, will not occur in a concentrated area, and will not result in a substantial diminishment of the household or employment base of the community.

The extent of partial property acquisitions along VT 2A has been noted as a concern in public involvement. In the Public Design Workshops for the Circ-Williston Transportation Project held in February 2006,¹⁰ participants expressed concern that the number of partial property acquisitions required to widen the existing roadway would substantially alter the character of land use in residential areas to the north of Blair Park in Williston and along the Park Street corridor in Essex Junction. Particular concerns expressed included the shortening of front yards and setbacks resulting in alteration of the appearance of properties and utility of the space, and the loss of shade trees. Mitigation could involve design changes to minimize roadway width in these areas and appropriate landscaping.

Consistency with Local Plans

Alternative 19 would be inconsistent with the comprehensive plans of Williston, Essex and Essex Junction, the Essex and Essex Junction resolution, and the Essex Junction Redevelopment Project (see discussion under Alternative 3, above). The Circ Street would also be inconsistent with local plans for the CCCH (including segments A/B).

Alternative 23 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street

Land Use

The Alternative 23 would result in residential (1) and business (5) displacements in the VT 2A corridor. In the Circ A corridor, the Circ Street would not require any residential or business displacements. Three partial acquisitions would occur at the Circ Street interchange with I-89 to accommodate a diamond interchange with roundabouts. The partial property acquisitions associated with the Circ Street would not encroach upon structures or substantially alter the use of the affected properties.

The limited number of residential and business displacements under Alternative 23 is not expected to alter the overall character of land use in the VT 2A corridor. The residential and business displacements involve uses that are well represented in the community and can be relocated, will not occur in a concentrated area, and will not result in a substantial diminishment of the household or employment base of the community.

The extent of partial property acquisitions along VT 2A has been noted as a concern in public involvement. In the Public Design Workshops for the Circ-Williston Transportation Project held in February 2006,¹¹ participants expressed concern that the number of partial property acquisitions required to widen the existing roadway would substantially alter the character of land use in residential areas to the north of Blair Park in Williston. Particular concerns expressed included the shortening of front yards and setbacks resulting in alteration of the appearance of properties and utility of the space, and the loss of shade trees. Mitigation could involve design changes to minimize increases in roadway width and landscaping.

Consistency with Local Plans

Alternative 23 would be inconsistent with the comprehensive plans of Williston, Essex and Essex Junction, the Essex and Essex Junction resolution, and the Essex Junction

¹⁰ Summary of February 2006 Public Design Workshops, held February 7, 2006 in Williston (on VT 2A Corridor), February 8, 2006 in Essex Junction (on VT2A Corridor), and February 9, 2006 in Williston (on Circ A/B Corridor).

¹¹ Summary of February 2006 Public Design Workshops, held February 7, 2006 in Williston (on VT 2A Corridor), February 8, 2006 in Essex Junction (on VT2A Corridor), and February 9, 2006 in Williston (on Circ A/B Corridor).

Redevelopment Project (see discussion under Alternative 22, above). The Circ Street would also be inconsistent with local plans for the CCCH (including segments A/B).

4.3 Community Facilities and Services

4.3.1 No Build Alternative

Continued growth in the project area will require an increase in public and private community services including public safety, fire and ambulance service, healthcare, social services, recreation facilities, and churches. These services will be expanded and enhanced through property and other taxes, developer fees, user fees, grants and other funding sources.

The No Build Alternative includes the creation of the Chittenden County Solid Waste District Regional Landfill on Redmond Road,

4.3.2 VT 2A Alternatives

Alternative 2 – Four-Lane VT 2A with Signalized Intersection Improvements

Alternative 2 would require partial property acquisitions of community facility properties, as shown in Table 4-1. These partial acquisitions would not result in the displacement of community facilities or a loss in access to these facilities. The partial property acquisitions would be compensated for in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

**Table 4-1
Alternative 2
Partial Property Acquisitions of Community Facilities**

Map ID	Address	Name	Parcel area (Square Feet)	Acquisition (Square Feet)	Percent
4	353 Blair Park Road, Williston	The Given Health Care Center	144,619	4,930	3.41%
8	1033 Essex Road, Williston	Christ Memorial Church	131,116	2,660	2.03%
13	30 Morgan Parkway, Williston	Church of the Nazarene	82,764	1,470	1.78%
14	7 River Cove Road	River Cove Animal Hospital	43,560	2,040	4.68%
15	South of Park Terrace, Essex Junction	Park Street School	56,192	420	0.75%

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

Alternative 3 – Four-Lane VT 2A with Roundabouts

Alternative 3 would require partial property acquisitions of community facility properties, as shown in Table 4-2. These partial acquisitions would not result in the displacement of community facilities or a loss in access to these facilities. The partial property acquisitions

would be compensated for in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

**Table 4-2
Alternative 3
Partial Property Acquisitions of Community Facilities**

Map ID	Address	Name	Parcel area (Square Feet)	Acquisition (Square Feet)	Percent
4	353 Blair Park Road, Williston	The Given Health Care Center	144,619	4,930	3.41%
8	1033 Essex Road, Williston	Christ Memorial Church	131,116	2,660	2.03%
13	30 Morgan Parkway, Williston	Church of the Nazarene	82,764	1,470	1.78%
14	7 River Cove Road	River Cove Animal Hospital	43,560	2,040	4.68%
15	South of Park Terrace, Essex Junction	Park Street School	56,192	420	0.75%
20/22	2 Lincoln Street, 6 Lincoln Street	Brownell Library- Lincoln Hall	82,328	2,580	3.13%

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

Alternative 22 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections

Alternative 22 would require partial property acquisitions of community facility properties, as shown in Table 4-3. These partial acquisitions would not result in the displacement of community facilities or a loss in access to these facilities. The partial property acquisitions would be compensated for in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

**Table 4-3
Alternative 22
Partial Property Acquisitions of Community Facilities**

Map ID	Address	Name	Parcel area (Square Feet)	Acquisition (Square Feet)	Percent
4	353 Blair Park Road, Williston	The Given Health Care Center	144,619	4,930	3.41%
8	1033 Essex Road, Williston	Christ Memorial Church	131,116	5,320	4.06%
13	30 Morgan Parkway, Williston	Church of the Nazarene	82,764	2,940	3.55%
20/22	2 Lincoln Street, 6 Lincoln Street	Brownell Library-Lincoln Hall	82,328	2,580	3.13%

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of

construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

4.3.3 Circ A/B Alternatives

Alternative 16a – Circ A/B Limited Access Highway (No Connection to US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

Community facilities would not be acquired under Alternative 16a.

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

Alternative 16b – Circ A/B Limited Access Highway (Partial Cloverleaf Interchange at US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

Community facilities would not be acquired under Alternative 16b.

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

Alternative 16c – Circ A/B Limited Access Highway (No Connection to US 2 and Diamond Interchange at Mountain View Road) with VT 2A Spot Improvements

Under Alternative 16c, a partial property acquisition of the Catamount Golf Course property would be required (1.44 acres of a 59.71 acre parcel). This partial property acquisition may necessitate changes in the layout of the golf course, specifically the relocation of a golf hole.

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

Alternative 17 – Circ A/B Boulevard with VT 2A Spot Improvements

Community facilities would not be acquired under Alternative 17.

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

4.3.4 Hybrid Alternatives

Alternative 18 – Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street

Alternative 18 would require partial property acquisitions from community facilities as described above for Alternative 2.

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

Alternative 19 – Four-Lane VT 2A with Roundabouts Plus Circ Street

Alternative 19 would require partial property acquisitions from community facilities as described above for Alternative 3.

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

Alternative 23 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street

Alternative 23 would require partial property acquisitions from community facilities as described above for Alternative 22.

The alternative has the potential to cause temporary disruptions in local access and mobility during the construction period. In coordination with the police, fire, EMS and other essential services, a Maintenance of Traffic Plan (MTP) would be prepared prior to the commencement of construction activities. The plan would serve the dual purpose of advising the public of road closures and alternate routes and maintain traffic flow on key emergency routes.

4.4 Farmland

4.4.1 No Build Alternative

In the VT 2A corridor, vacant parcels with farmland soils are currently zoned for commercial, mixed use and residential development and are expected to be developed consistent with zoning regulations under the No Build Alternative.

Outside the Circ A/B right-of-way, there are a few undeveloped parcels with farmland soils that may be developed in the future consistent with local zoning regulations.

4.4.2 VT 2A Alternatives

Alternative 2 – Four-Lane VT 2A with Signalized Intersection Improvements

Partial acquisitions of parcels for expansion of the existing right-of-way will involve a small conversion of farmland soils of statewide importance on land not currently used for farming. This impact involves five non-contiguous parcels and amounts to approximately .07 of one acre. This land does not meet the definition of farmland under FPPA because it did not receive a LESA rating.

Alternative 3 – Four-Lane VT 2A with Roundabouts

Partial acquisitions of parcels for expansion of the existing right-of-way will involve a small conversion of farmland soils of statewide importance on land not currently used for farming. This impact involves five non-contiguous parcels and amounts to approximately .05 of one acre.

This land does not meet the definition of farmland under FPPA because it did not receive a LESA rating.

Alternative 22 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections

Partial acquisitions of parcels for expansion of the existing right-of-way will involve a small conversion of farmland soils of statewide importance on land not currently used for farming. This impact involves four non-contiguous parcels and amounts to approximately .03 of one acre. This land does not meet the definition of farmland under FPPA because it did not receive a LESA rating.

4.4.3 Circ A/B Alternatives

Alternative 16a – Circ A/B Limited Access Highway (No Connection to US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

Alternative 16a would be accommodated in the existing state-owned right-of-way. There would be no further right-of-way acquisitions involving farmland soils or active agricultural uses that would be inconsistent with the Federal Farmland Protection Policy Act (FPPA) of 1981 (7 U.S.C. § 4201-4209). Agricultural soils mitigation conducted previously for CCCH right-of-way acquisition is described in Section 4.4.5.

Alternative 16b – Circ A/B Limited Access Highway (Partial Cloverleaf Interchange at US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

Alternative 16b would require the acquisition of approximately 18 acres of land beyond existing state-owned right-of-way. This additional acquisition would include approximately 14 acres of farmland soils of statewide importance. These lands are not in active agricultural use and because of their developed uses do not meet the definition of farmland under the FPPA. Of this acreage approximately 1.5 acres would be required for paved surface for highway ramps associated with an interchange at US 2. The remainder of the land would remain in its current state—predominantly conserved open space associated with the Southridge residential development to the north.

Alternative 16c – Circ A/B Limited Access Highway (No Connection to US 2 and Diamond Interchange at Mountain View Road) with VT 2A Spot Improvements

Alternative 16c would require the acquisition of approximately 7 acres of land beyond existing state-owned right-of-way. This additional acquisition would include approximately 2.5 acres of farmland soils of statewide importance and less than one-half acre of prime farmland soils. These lands are not in active agricultural use and because of their developed uses do not meet the definition of farmland under the FPPA. Of this acreage approximately 1.5 acres would be required for paved surface for highway ramps associated with a diamond interchange at Mountain View Road. The remainder of the land would remain in its current state—conserved open space associated with adjacent residential developments in the southwest and northeast quadrants, state-owned land in northwest quadrant, and a golf-course in the southeast quadrant.

Alternative 17 – Circ A/B Boulevard with VT 2A Spot Improvements

Alternative 17 would require the acquisition of approximately 4.6 acres of land beyond existing state-owned right-of-way. This additional acquisition would include approximately 2.7 acres of farmland soils of statewide importance. These lands are not in active agricultural use and because of the forested use and slope did not receive a LESA rating in Williston farmland inventory and do not meet the definition of farmland under the FPPA. Of this land, less than one-half acre would be required for paved surface for highway ramps associated with an

interchange at I-89. The remainder of the land would remain in its current state—conserved, town-owned open space in the northwest quadrant, and forested land in the southeast quadrant.

4.4.4 Hybrid Alternatives

Alternative 18 – Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street

In the VT 2A corridor, partial acquisitions of parcels for expansion of the existing right-of-way will involve a small conversion of farmland soils of statewide importance on land not currently used for farming. This impact involves five non-contiguous parcels and amounts to approximately .07 of one acre. This land does not meet the definition of farmland under FPPA because it did not receive a LESA rating.

In the Circ A/B corridor, Alternative 18 would require the acquisition of approximately 4.6 acres of land beyond existing state-owned right-of-way. This additional acquisition would include approximately 2.7 acres of farmland soils of statewide importance. These lands are not in active agricultural use and because of the forested use and slope did not receive a LESA rating in Williston farmland inventory and do not meet the definition of farmland under the FPPA. Of this land, less than one-half acre would be required for paved surface for highway ramps associated with an interchange at I-89. The remainder of the land would remain in its current state—conserved, town-owned open space in the northwest quadrant, and forested land in the southeast quadrant.

Alternative 19 – Four-Lane VT 2A with Roundabouts Plus Circ Street

In the VT 2A corridor, partial acquisitions of parcels for expansion of the existing right-of-way will involve a small conversion of farmland soils of statewide importance on land not currently used for farming. This impact involves five non-contiguous parcels and amounts to approximately .05 of one acre. This land does not meet the definition of farmland under FPPA because it did not receive a LESA rating.

In the Circ A/B corridor, Alternative 19 would require the acquisition of approximately 4.6 acres of land beyond existing state-owned right-of-way. This additional acquisition would include approximately 2.7 acres of farmland soils of statewide importance. These lands are not in active agricultural use and because of the forested use and slope did not receive a LESA rating in Williston farmland inventory and do not meet the definition of farmland under the FPPA. Of this land, less than one-half acre would be required for paved surface for highway ramps associated with an interchange at I-89. The remainder of the land would remain in its current state—conserved, town-owned open space in the northwest quadrant, and forested land in the southeast quadrant.

Alternative 23 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street

Partial acquisitions of parcels for expansion of the existing right-of-way will involve a small conversion of farmland soils of statewide importance on land not currently used for farming. This impact involves four non-contiguous parcels and amounts to approximately .03 of one acre. This land does not meet the definition of farmland under FPPA because it did not receive a LESA rating.

In the Circ A/B corridor, Alternative 23 would require the acquisition of approximately 4.6 acres of land beyond existing state-owned right-of-way. This additional acquisition would include approximately 2.7 acres of farmland soils of statewide importance. These lands are not in active agricultural use and because of the forested use and slope did not receive a LESA rating in Williston farmland inventory and do not meet the definition of farmland under the FPPA. Of this

land, less than one-half acre would be required for paved surface for highway ramps associated with an interchange at I-89. The remainder of the land would remain in its current state—conserved, town-owned open space in the northwest quadrant, and forested land in the southeast quadrant.

4.4.5 Previous Mitigation

The 1986 FEIS prepared for the CCCH recommended that the project sponsors conduct further study to determine the full extent of potential direct and indirect impacts to agricultural lands and determine potential mitigation measures.¹² VTrans funded a study on these issues which was completed by the Ottauquechee Land Trust in 1987. In 1987, VTrans and the Chittenden County Circumferential Highway District filed an application for Act 250 approval of construction of the Circumferential Highway with the Vermont Environmental Board. The Act 250 permit was granted with the requirement that a plan for the protection of agricultural and scenic resources be prepared by each Town that would be affected by the Circumferential Highway.¹³ The permit indicated that these plans be consistent with the recommendations of the Ottauquechee Land Trust Report to provide mitigation for direct and secondary impacts to agricultural soils created by construction of the highway.

In compliance with the Act 250 permit, the Town of Williston prepared a mitigation plan for agricultural and scenic resources. This plan was implemented through the actions outlined below.

- **Comprehensive Plan Revision** – In its *1990 Comprehensive Plan*, the Town of Williston identified key farmland and visual resources throughout the Town including areas along the Circ A/B right-of-way. The *Open Space Master Plan* component of the *Comprehensive Plan* also outlined strategies for the regulation and conservation of these resources including acquisition programs, encouragement of development clustering, and non-burdening tax policies.
- **Conservation Commission** – The *Open Space Master Plan*, and ordinances and activities related to resource conservation are prepared and reviewed by a municipal Conservation Commission. The Commission provides guidance to the Planning Commission and Select Board on land acquisitions for conservation, development policy and site plan reviews for developments affecting the *Open Space Master Plan*.
- **Zoning Ordinance Revision** – Implementation of mitigation plan was accomplished partially through changes to the town's zoning ordinance. As part of the mitigation plan, the town reviewed zoning designations for valued lands. Lands with open space value are regulated with a Special Features Overlay District to mandate avoidance of sensitive areas and clustering of development. The ordinance also includes provisions for the Transfer of Development Rights (TDR) to provide compensation for owners of protected lands and to encourage development in areas designated for growth.
- **Sewer Allocation Ordinance** – This ordinance controls the location and capacity of future sewer service. The town has ensured that no sewer allocations would be provided in the Agriculture/Rural Residential District which contains many of the Town's open space resources. Allocations are targeted to population growth anticipated in the *Comprehensive Plan*, generally reducing the potential for large-scale land development in the Town beyond anticipated levels.

¹² Circumferential Highway Final Environmental Impact Statement, FHWA-VT-EIS-85-01-F, August 29, 1986.

¹³ Vermont Environmental Board, Land Use Permit 4C0718-1-EB as amended, November 29, 1989.

- Open Space Fund – In 1989 Town residents approved the creation of an Open Space fund administered by the Select Board with advice from the Conservation Commission. The Town has used the fund to acquire land or development rights for key parcels. Through use of the fund and clustering requirements for developers, a large portion of the open land adjacent to the Circ A/B corridor has been conserved.

4.5 Parks and Recreation Resources

4.5.1 No Build Alternative

Parks and recreation facility improvements are expected in the future, in accordance with local plans. These plans call for expansions of the WATP along VT 2A, an Alternative Transportation Path between Allen Brook Lane and Circ A/B right-of-way, and a primitive path on the east side of the Circ A/B corridor between Mountain View Road and Redmond Creek. The land north of the Allen Brook School would be developed as ball fields.

4.5.2 VT 2A Alternatives

Alternative 2 – Four-Lane VT 2A with Signalized Intersection Improvements

Alternative 2 would widen VT 2A from two lanes to four lanes, resulting in the lateral relocation of existing and planned segments of the alternative transportation path on VT 2A between US 2 and the Winooski River.

Access to the affected portions of the VT 2A WATP will be maintained to the maximum extent practicable during construction. The VT 2A WATP was planned to be adjacent to a State highway and the activities, features, and attributes of the facility are consistent with its location. In all cases, the relocated WATP would have the same width and pavement type, and be separated from the edge of roadway pavement by the same distance, as the existing WATP. Consequently, the relocation of VT 2A WATP segments under Alternative 2 would not adversely affect the activities, features, and attributes of the resource.

Alternative 3 – Four-Lane VT 2A with Roundabouts

Alternative 3 would widen VT 2A from two lanes to four lanes, resulting in the lateral relocation of existing and planned segments of the alternative transportation path on VT 2A between US 2 and the Winooski River.

Access to the affected portions of the VT 2A WATP will be maintained to the maximum extent practicable during construction. The VT 2A WATP was planned to be adjacent to a State highway and the activities, features, and attributes of the facility are consistent with its location. In all cases, the relocated WATP would have the same width and pavement type, and be separated from the edge of roadway pavement by the same distance, as the existing WATP. Consequently, the relocation of VT 2A WATP segments under Alternative 3 would not adversely affect the activities, features, and attributes of the resource.

Alternative 3 would replace the signalized intersection at Five Corners with a new roundabout design and require the reconfiguration of the external areas of Veteran's Memorial park. Specifically, the alternatives would encroach into the southerly portion of the park area (taking 917 square feet), requiring the relocation of the main entry point to the park. Based on discussions with Village officials, the activities, features and attributes of the park would be adversely affected by the relocation of the main entry point as the orientation of the entry point to the war monuments is important for veterans' ceremonies. The northerly end of the park

would also need to be reconfigured, thus affecting 145 square feet of the park. During construction, the park would need to be closed and, therefore, would not be available for use. Avoidance of the use of land from Veterans Memorial Park would require shifting the proposed roundabout to the south and a major shifting of the alignment of the approach roadways to the intersection. This would result in substantial impacts to several adjacent commercial properties in the Five Corners intersection and a larger impact to the Lincoln Inn. An alignment farther south to avoid the park is not possible without increasing other property takings in the village center, which would include a more extensive taking of the Lincoln Inn, an eligible historic property. A design modification to a smaller diameter roundabout to avoid or minimize the use of this resource would compromise traffic flow and safety as a two-lane roundabout with a diameter of 180 feet is required to process the traffic volumes at this intersection and provide adequate geometry for the passage of large-scale tractor-trailer (WB50) vehicles.

Alternative 22 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections

Alternative 22 would widen VT 2A from two lanes to three lanes, resulting in the lateral relocation of existing and planned segments of the alternative transportation path on VT 2A between US 2 and the Winooski River.

Alternative 22 would replace the signalized intersection at Five Corners with a new roundabout design and require the reconfiguration of the external areas of Veteran's Memorial park. Specifically, the alternatives would encroach into the southerly portion of the park area (taking 917 square feet), requiring the relocation of the main entry point to the park. Based on discussions with Village officials, the activities, features and attributes of the park would be adversely affected by the relocation of the main entry point as the orientation of the entry point to the war monuments is important for veterans' ceremonies. The northerly end of the park would also need to be reconfigured, thus affecting 145 square feet of the park. During construction, the park would need to be closed and, therefore, would not be available for use. Avoidance of the use of land from Veterans Memorial Park would require shifting the proposed roundabout to the south and a major shifting of the alignment of the approach roadways to the intersection. This would result in substantial impacts to several adjacent commercial properties in the Five Corners intersection and a larger impact to the Lincoln Inn. An alignment farther south to avoid the park is not possible without increasing other property takings in the village center, which would include a more extensive taking of the Lincoln Inn, an eligible historic property. A design modification to a smaller diameter roundabout to avoid or minimize the use of this resource would compromise traffic flow and safety as a two-lane roundabout with a diameter of 180 feet is required to process the traffic volumes at this intersection and provide adequate geometry for the passage of large-scale tractor-trailer (WB50) vehicles.

4.5.3 Circ A/B Alternatives

Alternative 16a – Circ A/B Limited Access Highway (No Connection to US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

In the VT 2A corridor, Alternatives 16a would include a spot improvement at the Industrial Avenue/Mountain View Road intersection that would result in the relocation of a portion of the WATP located immediately north of Industrial Avenue.

In the Circ A/B corridor, Alternative 16a would include an overpass that would carry the WATP over the new roadway. The design would conform closely to the design which has been discussed with the Town since the late 1990s. Approaching from the east, the WATP would rise approximately twenty feet at a five percent grade to a bridge structure over the new roadway and turn toward the Allen Brook School, descending at a five percent grade in an alignment that varies slightly from the existing WATP. The approach length on the east side of the overpass is

approximately 400 feet, while on the west side is approximately 800 feet. The approaches will be on landscaped earthen embankments except for the southerly side of the eastern approach, which would have a segmental retaining wall. A new landscaped lookout will be provided on the west side of the Circ right-of-way, and a T-connection will be provided for the Town's use in providing a future path connection to the planned ball fields which would be located north of the Allen Brook School. Construction could be phased to provide a continuous path connection and the continued use of the WATP by local residents and school children. The replacement of the at-grade temporary WATP segment with a WATP segment on an overpass structure would not adversely affect the existing and planned activities, attributes or features of this segment of the WATP. As noted above, the WATP crossing on structure would change the status of the crossing permit from temporary to permanent. This change to the WATP would affect about 200 feet of the 4.6-mile long WATP. Although traffic on the new roadway would be visible and audible from the overpass, the traffic-related effects would not adversely affect the WATP's activities, attributes and features as use of the WATP in any particular area is transitory in nature. The Town planned the overlook platform on the structure as a feature of the WATP with the understanding that a roadway would pass underneath.

Alternative 16b – Circ A/B Limited Access Highway (Partial Cloverleaf Interchange at US 2 and Trumpet Interchange at Redmond Road) with VT 2A Spot Improvements

In the VT 2A corridor, Alternatives 16b would include a spot improvement at the Industrial Avenue/Mountain View Road intersection that would result in the relocation of a portion of the WATP located immediately north of Industrial Avenue.

In the Circ A/B corridor, Alternative 16b would include an overpass that would carry the WATP over the new roadway. The design would conform closely to the design which has been discussed with the Town since the late 1990s. Approaching from the east, the WATP would rise approximately twenty feet at a five percent grade to a bridge structure over the new roadway and turn toward the Allen Brook School, descending at a five percent grade in an alignment that varies slightly from the existing WATP. The approach length on the east side of the overpass is approximately 400 feet, while on the west side is approximately 800 feet. The approaches will be on landscaped earthen embankments except for the southerly side of the eastern approach, which would have a segmental retaining wall. A new landscaped lookout will be provided on the west side of the Circ right-of-way, and a T-connection will be provided for the Town's use in providing a future path connection to the planned ball fields which would be located north of the Allen Brook School. Construction could be phased to provide a continuous path connection and the continued use of the WATP by local residents and school children. The replacement of the at-grade temporary WATP segment with a WATP segment on an overpass structure would not adversely affect the existing and planned activities, attributes or features of this segment of the WATP. As noted above, the WATP crossing on structure would change the status of the crossing permit from temporary to permanent. This change to the WATP would affect about 200 feet of the 4.6-mile long WATP. Although traffic on the new roadway would be visible and audible from the overpass, the traffic-related effects would not adversely affect the WATP's activities, attributes and features as use of the WATP in any particular area is transitory in nature. The Town planned the overlook platform on the structure as a feature of the WATP with the understanding that a roadway would pass underneath.

Alternative 16c – Circ A/B Limited Access Highway (No Connection to US 2 and Diamond Interchange at Mountain View Road) with VT 2A Spot Improvements

In the VT 2A corridor, Alternatives 16c would include a spot improvement at the Industrial Avenue/Mountain View Road intersection that would result in the relocation of a portion of the WATP located immediately north of Industrial Avenue.

In the Circ A/B corridor, Alternative 16c would include an overpass that would carry the WATP over the new roadway. The design would conform closely to the design which has been discussed with the Town since the late 1990s. Approaching from the east, the WATP would rise approximately twenty feet at a five percent grade to a bridge structure over the new roadway and turn toward the Allen Brook School, descending at a five percent grade in an alignment that varies slightly from the existing WATP. The approach length on the east side of the overpass is approximately 400 feet, while on the west side is approximately 800 feet. The approaches will be on landscaped earthen embankments except for the southerly side of the eastern approach, which would have a segmental retaining wall. A new landscaped lookout will be provided on the west side of the Circ right-of-way, and a T-connection will be provided for the Town's use in providing a future path connection to the planned ball fields which would be located north of the Allen Brook School. Construction could be phased to provide a continuous path connection and the continued use of the WATP by local residents and school children. The replacement of the at-grade temporary WATP segment with a WATP segment on an overpass structure would not adversely affect the existing and planned activities, attributes or features of this segment of the WATP. As noted above, the WATP crossing on structure would change the status of the crossing permit from temporary to permanent. This change to the WATP would affect about 200 feet of the 4.6-mile long WATP. Although traffic on the new roadway would be visible and audible from the overpass, the traffic-related effects would not adversely affect the WATP's activities, attributes and features as use of the WATP in any particular area is transitory in nature. The Town planned the overlook platform on the structure as a feature of the WATP with the understanding that a roadway would pass underneath.

Alternative 17 – Circ A/B Boulevard with VT 2A Spot Improvements

In the VT 2A corridor, Alternatives 17 would include a spot improvement at the Industrial Avenue/Mountain View Road intersection that would result in the relocation of a portion of the WATP located immediately north of Industrial Avenue.

In the Circ A/B corridor, Alternative 17 would include an overpass that would carry the WATP over the new roadway. The design would conform closely to the design which has been discussed with the Town since the late 1990s. Approaching from the east, the WATP would rise approximately twenty feet at a five percent grade to a bridge structure over the new roadway and turn toward the Allen Brook School, descending at a five percent grade in an alignment that varies slightly from the existing WATP. The approach length on the east side of the overpass is approximately 400 feet, while on the west side is approximately 800 feet. The approaches will be on landscaped earthen embankments except for the southerly side of the eastern approach, which would have a segmental retaining wall. A new landscaped lookout will be provided on the west side of the Circ right-of-way, and a T-connection will be provided for the Town's use in providing a future path connection to the planned ball fields which would be located north of the Allen Brook School. Construction could be phased to provide a continuous path connection and the continued use of the WATP by local residents and school children. The replacement of the at-grade temporary WATP segment with a WATP segment on an overpass structure would not adversely affect the existing and planned activities, attributes or features of this segment of the WATP. As noted above, the WATP crossing on structure would change the status of the crossing permit from temporary to permanent. This change to the WATP would affect about 200 feet of the 4.6-mile long WATP. Although traffic on the new roadway would be visible and audible from the overpass, the traffic-related effects would not adversely affect the WATP's activities, attributes and features as use of the WATP in any particular area is transitory in nature. The Town planned the overlook platform on the structure as a feature of the WATP with the understanding that a roadway would pass underneath.

Alternative 17 would require the acquisition of 0.56 acres of the parcel immediately north of I-89 and west of the Circ A/B right-of-way, which is identified in the Williston Open Space Plan as

town owned open space. This acquisition represents approximately 0.95 percent of this 58.75 acre parcel.

4.5.4 Hybrid Alternatives

Alternative 18 – Four-Lane VT 2A with Signalized Intersection Improvements Plus Circ Street

Alternative 18 would widen VT 2A from two lanes to four lanes, resulting in the lateral relocation of existing and planned segments of the alternative transportation path on VT 2A between US 2 and the Winooski River. Access to the affected portions of the VT 2A WATP will be maintained to the maximum extent practicable during construction. The VT 2A WATP was planned to be adjacent to a State highway and the activities, features, and attributes of the facility are consistent with its location. In all cases, the relocated WATP would have the same width and pavement type, and be separated from the edge of roadway pavement by the same distance, as the existing WATP. Consequently, the relocation of VT 2A WATP segments under Alternative 18 would not adversely affect the activities, features, and attributes of the resource.

In the Circ A/B corridor, the WATP would cross the new roadway at-grade with a pedestrian-operated traffic signal consistent with the street type of facility under this alternative. The alignment of the WATP would remain similar to the existing alignment. Construction could be planned to allow continuous use of the WATP during construction. Because of concerns expressed by Town officials over pedestrian safety with an at-grade crossing, the impact of the Circ Street on the WATP within the Circ right-of-way would adversely affect the activities, features, and attributes of the facility. This impact could be avoided by placing the WATP on structure over the roadway, similar to the overpass under the Circ A/B Alternatives. Such an overpass would require different approach segments than those under the Circ A/B Alternatives to provide connections to the proposed sidewalks that would flank Circ Street.

Alternative 18 would require the acquisition of 0.56 acres of the parcel immediately north of I-89 and west of the Circ A/B right-of-way, which is identified in the Williston Open Space Plan as town owned open space. This acquisition represents approximately 0.95 percent of this 58.75 acre parcel.

Alternative 19 – Four-Lane VT 2A with Roundabouts Plus Circ Street

Alternative 19 would widen VT 2A from two lanes to four lanes, resulting in the lateral relocation of existing and planned segments of the alternative transportation path on VT 2A between US 2 and the Winooski River. Access to the affected portions of the VT 2A WATP will be maintained to the maximum extent practicable during construction. The VT 2A WATP was planned to be adjacent to a State highway and the activities, features, and attributes of the facility are consistent with its location. In all cases, the relocated WATP would have the same width and pavement type, and be separated from the edge of roadway pavement by the same distance, as the existing WATP. Consequently, the relocation of VT 2A WATP segments under Alternative 19 would not adversely affect the activities, features, and attributes of the resource.

Alternative 19 would replace the signalized intersection at Five Corners with a new roundabout design and require the reconfiguration of the external areas of Veteran's Memorial park. Specifically, the alternatives would encroach into the southerly portion of the park area (taking 917 square feet), requiring the relocation of the main entry point to the park. Based on discussions with Village officials, the activities, features and attributes of the park would be adversely affected by the relocation of the main entry point as the orientation of the entry point to the war monuments is important for veterans' ceremonies. The northerly end of the park would also need to be reconfigured, thus affecting 145 square feet of the park. During construction, the park would need to be closed and, therefore, would not be available for use.

Avoidance of the use of land from Veterans Memorial Park would require shifting the proposed roundabout to the south and a major shifting of the alignment of the approach roadways to the intersection. This would result in substantial impacts to several adjacent commercial properties in the Five Corners intersection and a larger impact to the Lincoln Inn. An alignment farther south to avoid the park is not possible without increasing other property takings in the village center, which would include a more extensive taking of the Lincoln Inn, an eligible historic property. A design modification to a smaller diameter roundabout to avoid or minimize the use of this resource would compromise traffic flow and safety as a two-lane roundabout with a diameter of 180 feet is required to process the traffic volumes at this intersection and provide adequate geometry for the passage of large-scale tractor-trailer (WB50) vehicles.

In the Circ A/B corridor, the WATP would cross the new roadway at-grade with a pedestrian-operated traffic signal consistent with the street type of facility under this alternative. The alignment of the WATP would remain similar to the existing alignment. Construction could be planned to allow continuous use of the WATP during construction. Because of concerns expressed by Town officials over pedestrian safety with an at-grade crossing, the impact of the Circ Street on the WATP within the Circ right-of-way would adversely affect the activities, features, and attributes of the facility. This impact could be avoided by placing the WATP on structure over the roadway, similar to the overpass under the Circ A/B Alternatives. Such an overpass would require different approach segments than those under the Circ A/B Alternatives to provide connections to the proposed sidewalks that would flank Circ Street.

Alternative 19 would require the acquisition of 0.56 acres of the parcel immediately north of I-89 and west of the Circ A/B right-of-way, which is identified in the Williston Open Space Plan as town owned open space. This acquisition represents approximately 0.95 percent of this 58.75 acre parcel.

Alternative 23 – Tapered Widening on VT 2A with Signalized and Roundabout Intersections Plus Circ Street

Alternative 23 would widen VT 2A from two lanes to three lanes, resulting in the lateral relocation of existing and planned segments of the alternative transportation path on VT 2A between US 2 and the Winooski River. Access to the affected portions of the VT 2A WATP will be maintained to the maximum extent practicable during construction. The VT 2A WATP was planned to be adjacent to a State highway and the activities, features, and attributes of the facility are consistent with its location. In all cases, the relocated WATP would have the same width and pavement type, and be separated from the edge of roadway pavement by the same distance, as the existing WATP. Consequently, the relocation of VT 2A WATP segments under Alternative 23 would not adversely affect the activities, features, and attributes of the resource.

Alternative 23 would replace the signalized intersection at Five Corners with a new roundabout design and require the reconfiguration of the external areas of Veteran's Memorial park. Specifically, the alternatives would encroach into the southerly portion of the park area (taking 917 square feet), requiring the relocation of the main entry point to the park. Based on discussions with Village officials, the activities, features and attributes of the park would be adversely affected by the relocation of the main entry point as the orientation of the entry point to the war monuments is important for veterans' ceremonies. The northerly end of the park would also need to be reconfigured, thus affecting 145 square feet of the park. During construction, the park would need to be closed and, therefore, would not be available for use. Avoidance of the use of land from Veterans Memorial Park would require shifting the proposed roundabout to the south and a major shifting of the alignment of the approach roadways to the intersection. This would result in substantial impacts to several adjacent commercial properties in the Five Corners intersection and a larger impact to the Lincoln Inn. An alignment farther south to avoid the park is not possible without increasing other property takings in the village

center, which would include a more extensive taking of the Lincoln Inn, an eligible historic property. A design modification to a smaller diameter roundabout to avoid or minimize the use of this resource would compromise traffic flow and safety as a two-lane roundabout with a diameter of 180 feet is required to process the traffic volumes at this intersection and provide adequate geometry for the passage of large-scale tractor-trailer (WB50) vehicles.

In the Circ A/B corridor, the WATP would cross the new roadway at-grade with a pedestrian-operated traffic signal consistent with the street type of facility under this alternative. The alignment of the WATP would remain similar to the existing alignment. Construction could be planned to allow continuous use of the WATP during construction. Because of concerns expressed by Town officials over pedestrian safety with an at-grade crossing, the impact of the Circ Street on the WATP within the Circ right-of-way would adversely affect the activities, features, and attributes of the facility. This impact could be avoided by placing the WATP on structure over the roadway, similar to the overpass under the Circ A/B Alternatives. Such an overpass would require different approach segments than those under the Circ A/B Alternatives to provide connections to the proposed sidewalks that would flank Circ Street.

Alternative 23 would require the acquisition of 0.56 acres of the parcel immediately north of I-89 and west of the Circ A/B right-of-way, which is identified in the Williston Open Space Plan as town owned open space. This acquisition represents approximately 0.95 percent of this 58.75 acre parcel.

4.5.5 Mitigation

Temporary disruption to affected segments of the WATP could be minimized by staging construction to keep the existing WATP segments in operation until they can be shifted to the new location. The reconstruction and realignment of the WATP crossing the Circ right-of-way and the introduction of new landscaping on the proposed embankment and the lookout area would provide enhancement measures that would serve to minimize impacts. Closing portions of the WATP on a short-term or temporary basis will only be necessary for safety during construction. Any temporary closing will be coordinated between VTrans and the Town of Williston, so that proper notification could be provided. Ongoing coordination between VTrans and the Town of Williston will serve to limit any short-term or temporary closings of the WATP during construction.

As for Veterans Memorial Park, the Vietnam and Korean War monuments would need to be relocated and re-oriented to the relocated primary park entry for the activities, features, and attributed of the park to be retained. The reconfigured roadway approaches to the roundabout would permit land to be added to the lateral edges of the park: 296 square feet on the Lincoln Street (west) side and 2,204 square feet on the Main Street (east) side. This additional land could be used to expand the lateral extent of the park. Alternatives 3, 19, 22 and 23 would result in an encroachment into the park of some 1,062 square feet of its internal areas (approximately twenty-one percent of the park). The design of the park would need to be modified to incorporate the land added on either side, or alternatively, this land could be landscaped to provide additional buffer area for the path, plaza and monuments. Coordination between VTrans and the Village of Essex Junction would serve to develop appropriate design and landscaping elements for the reconfigured park to relieve or minimize adverse changes to the park, while serving to provide possible enhancement measures for the continued use of the park.