

**MEMORANDUM**

To: Sarah Hadd, Land Use Review Board  
From: Taylor Newton, Planning Program Director  
Date: February 24, 2026  
Re: Preapplication Review Questions – Supplemental Information

Below are supplemental materials meant to accompany the memo submitted by CCRPC to the LURB on February 18, 2026.

**Supplemental Information:**

**Burlington - South End Downtown Center**

CCRPC submits the following supplemental information:

- a. **City Plan** – The [2019 City Plan](#), adopted by the City Council in March 2019, calls for the South End to “continue to evolve into more of mixed-use commercial, arts, and innovation district.” The South End Downtown Center is identified as an area the City is “Planning to Grow” on the City Future Land Use Map.
- b. [planBTV: South End](#) – This planning effort was conducted concurrently to the City Plan and was also adopted by the City Council in March 2019. The City Plan identifies planBTV: South End as “the primary tool guiding private and public investment necessary to ensure the vitality of this part of the city.” The City Plan also states that planBTV: South End “...specifies future development opportunities as well as infrastructure, greenspace, and circulation needs of this portion of the city” and will serve “as the foundation for many other plans, studies, and initiatives that will occur over the next generation.”

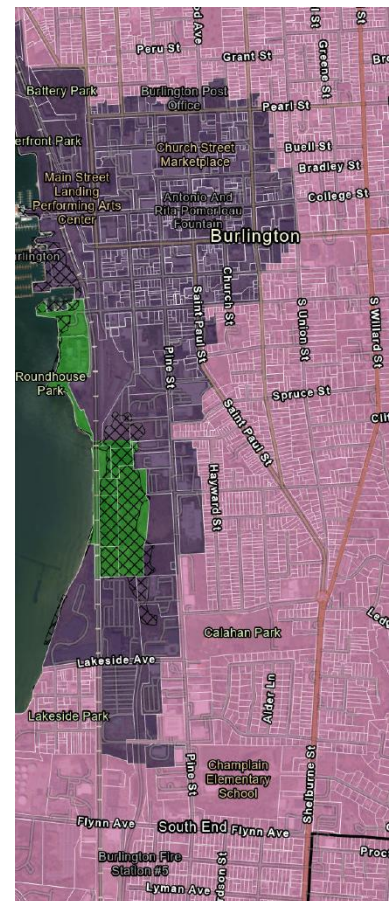


Figure 1 - Burlington Downtown Center

PlanBTV: South End outlines the significance of this area as a historic and existing center of both employment and housing.

- c. **South End Innovation Zoning Overlay District (SEID)** – Based on planBTV: South End, the City made a significant effort over several years to revise the zoning regulations for the South End Downtown Center. In July 2023, the City adopted the [South End Innovation District Overlay](#) (see p.89) to enable dense, mixed use development on roughly 14 vacant underutilized parcels on the west side of Pine Street between Howard Street and Sears Lane. These regulations require future development to be distinctly urban in design. They include:
- a. Allowance of up to 8 story buildings
  - b. A minimum setback standard of 0 feet
  - c. A minimum lot frontage requirement of 80%
  - d. A requirement to have 80% of primary building frontages have non-residential uses
  - e. A maximum block perimeter standard of 1,600 feet. This standard will keep individual blocks small and walkable (under 400 feet long).

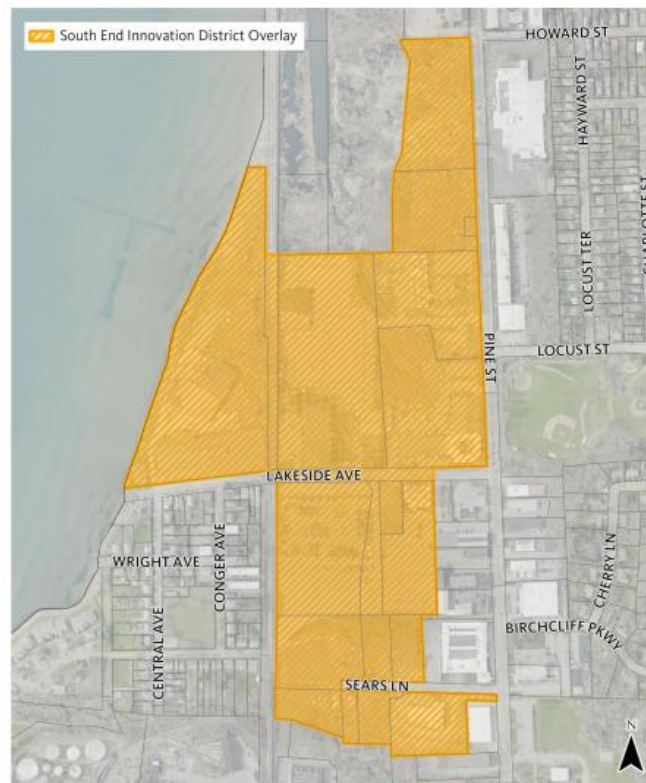


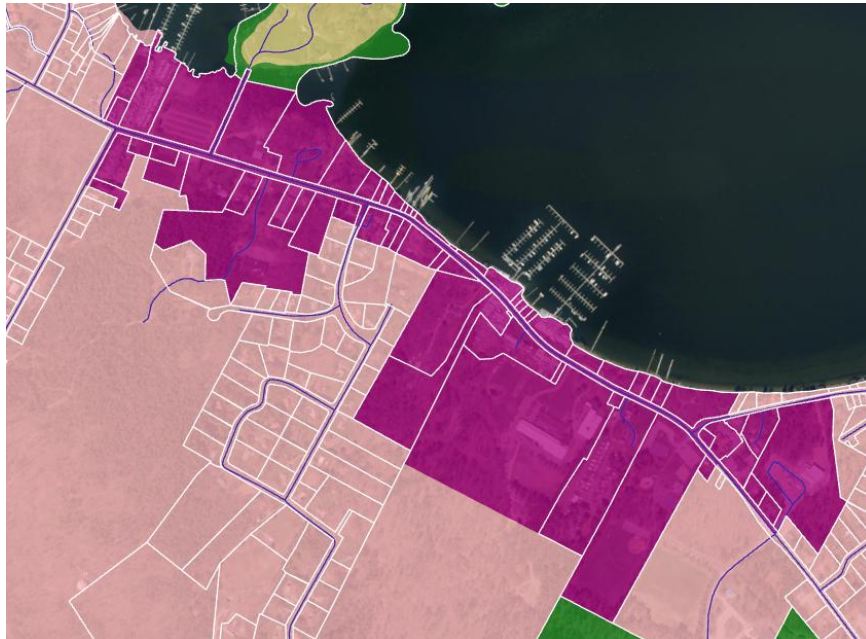
Figure 2 - SEID Overlay District

- d. **Pre-Development Agreement for the South End Coordinated Redevelopment (SECORD)** – The City entered into a [pre-development agreement](#) with Champlain College and Ride Your Bike, LLC (HULA) in 2024 to collectively redevelop their parcels. The parties collectively agreed to build between 1,000 and 1,100 homes on their parcels within the South End Downtown Center. They

also agreed to have at least 20% of these homes be perpetually affordable. Via this agreement, the parties have developed a proposed site plan to redevelop the site.

- e. The [Vermont Treasurer's Office](#) announced on February 2, 2026 that it was investing \$8 million in Phase I of the SECORD redevelopment. The project will include 198 new homes.
- f. The proposed South End Downtown Center includes the historic structure at 128 Lakeside Avenue. This structure, formerly a cotton mill and a manufacturing facility, is now home to the Innovation Center of Vermont. The structure is listed on the [state historic register](#).
- g. The proposed South End Downtown Center is immediately adjacent to the Lakeside neighborhood. This neighborhood is a [National Historic District](#).

### Colchester – West Lakeshore Village Center



*Figure 3 - Proposed West Lakeshore Village Center*

CCRPC submits the following supplemental information:

- a. **Colchester Town Plan** – Most of the land within the revised Village Center area is identified as the Inner Bay land use planning category in the [Town Plan](#) (see p.19-21). This land use category states that “The West Lakeshore Drive neighborhood area will remain a focal point for tourism and recreation, with opportunities for infill development as designated on the future land use map. Commercial uses in this area serve recreational activities, local residents and regional

commuters.” The plan continues by stating that the planned infrastructure serving this area “will enable the village mixed use long envisioned for the West Lakeshore Drive area.”

- b. [Colchester Development Regulations](#) – The proposed Village Center roughly follows the boundaries of Colchester’s Lakeshore Two (L2) Zoning District (p. 4-22 to 4-26, Dimensional Standards on PDF p. 238, Zoning Map on PDF p. 303). The purpose of this district is to “foster the development of a small-scale, mixed use village center on Mallets Bay that will offer residents and visitors access to recreation and entertainment opportunities, community-serving businesses, marine services, and lodging and dining options.”

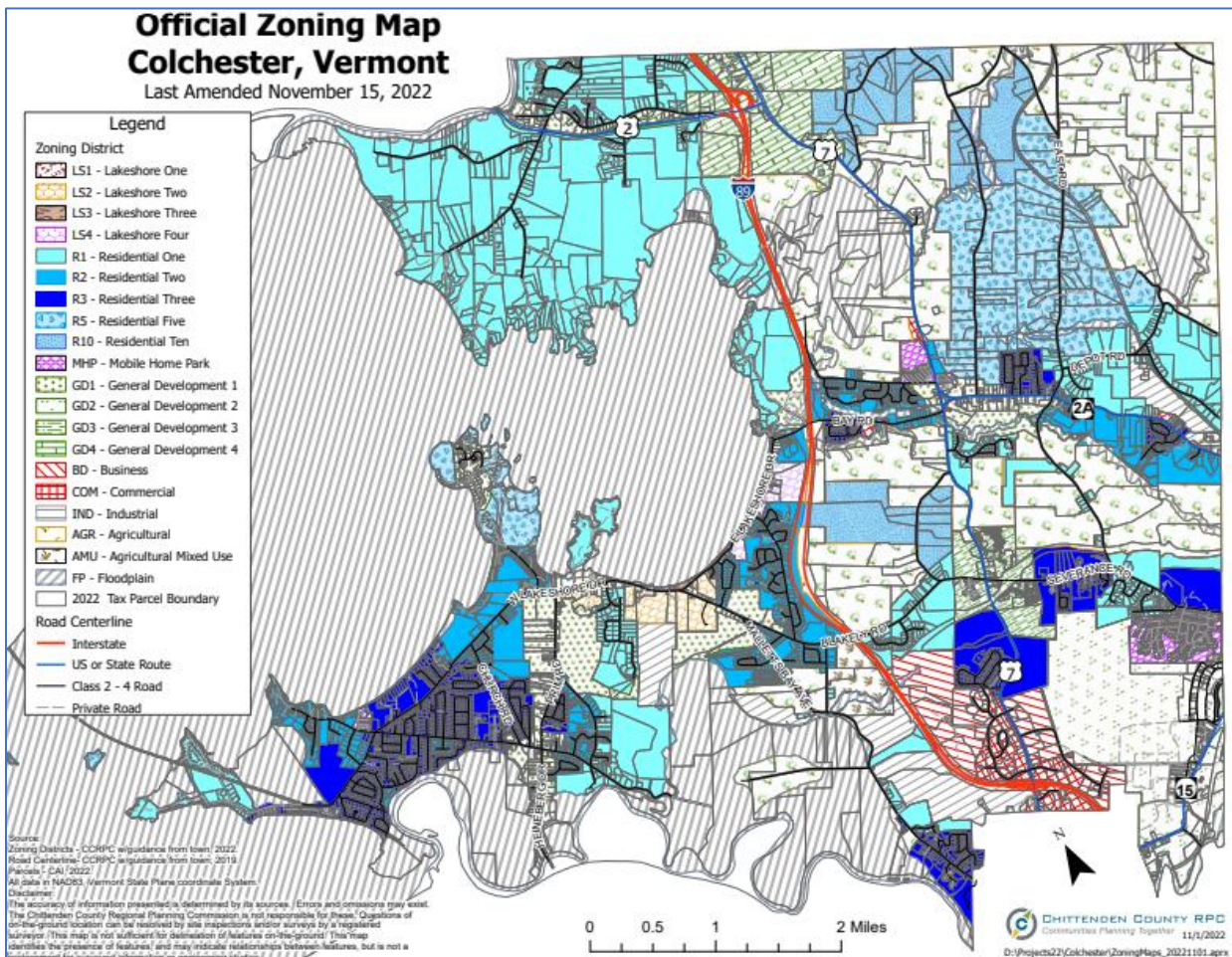


Figure 4 - Colchester Zoning Map

**Shelburne – North Village Center**

CCRPC submits the following supplemental information:

a. **Shelburne Town Plan – The [Town Plan](#)** has several maps that designate future land use areas. The proposed North Village Center is designated in the plan in the following manner:

- Map 2 – Planning Areas – The proposed North Village Center is shown as Growth Area 2: “Growth Area 2 contains the majority of Shelburne’s residential neighborhoods. It also hosts commercial and industrial activities that do not fit into the Village Center but are well suited for other locations within the Sewer Service Area. Growth Area 2 is served by the municipal sewer system under the Town’s Sewer Service Allocation Ordinance” (p. 20).

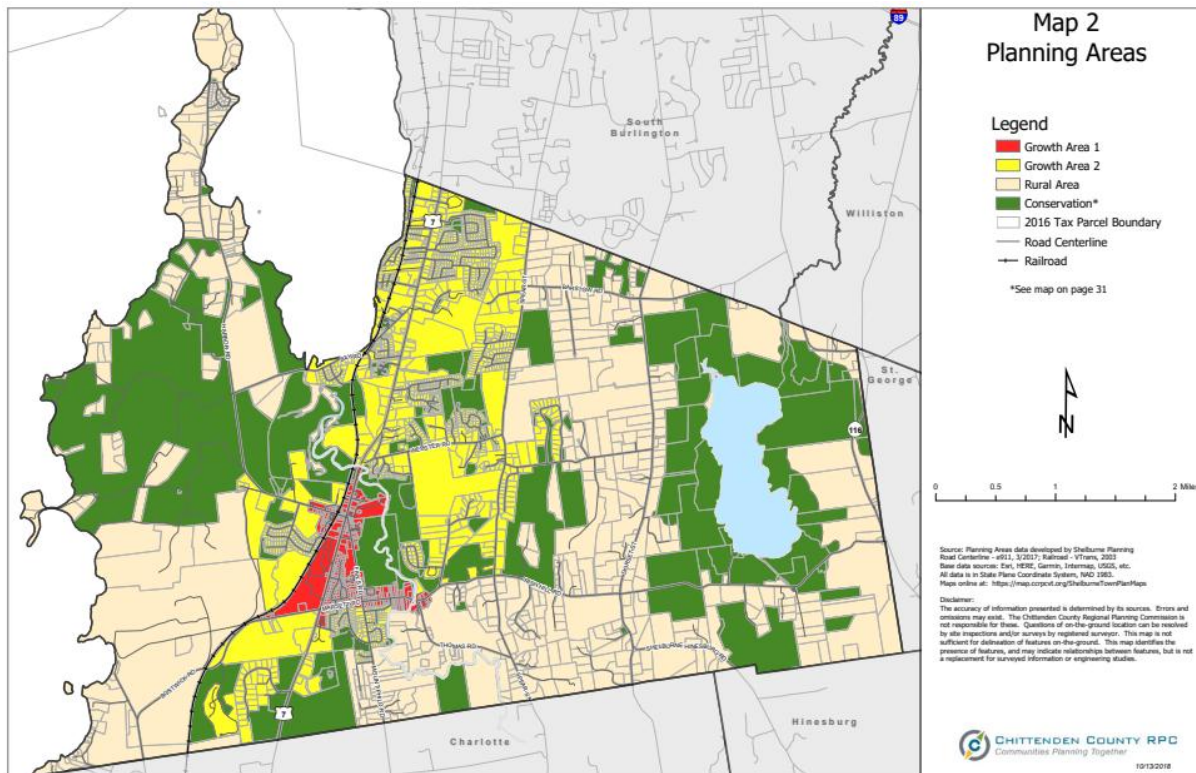


Figure 5 - Shelburne Planning Areas Map

- Map Book 2, Growth Area 2, With Sub-Areas (Town Plan Appendix – p. 8) – The proposed North Village Center is shown as Mixed Use Sub-Area: “The Town aspires for this area to feature more diverse residential and commercial uses, to enhance livability in surrounding neighborhoods, and to introduce community identity that will enhance arrival to Shelburne” (p.21).

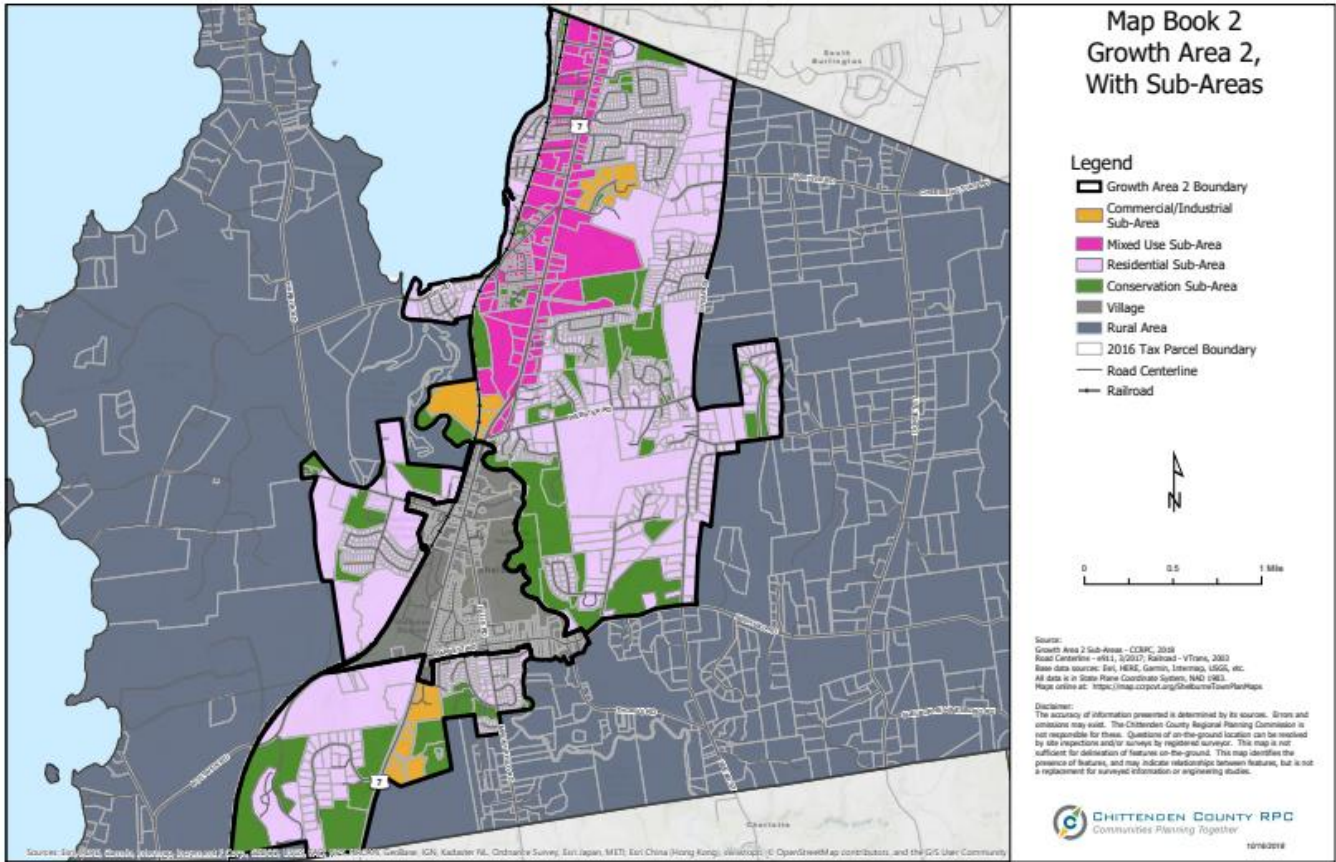


Figure 6 -Shelburne Map Book 2 - Planning Sub-Areas

b. **Shelburne Development Regulations** – The proposed North Village Center is included in the Shelburne Road 1 (SR-1) Zoning District in the new Shelburne Development Regulations adopted in early 2026.

- The purpose of the SR-1 Zoning District is:
  - **Shelburne Road 1 and 2.** *The Shelburne Road 1 and 2 districts extend along the highway corridor north of Shelburne village. This area is identified in the Shelburne Town Plan as the town’s primary growth area and preferred location for new development. The goal is to facilitate the incremental transformation from a typical auto-oriented commercial corridor to nodes of interconnected, higher density, mixed use development served by multi-modal transportation. Infill and redevelopment should improve the quality of site design to add amenity to the district, meet contemporary stormwater management standards, and improve safety for pedestrians, bicyclists and motorists. Adequate setbacks and screening should buffer abutting residential neighborhoods*

from higher intensity development in these districts. Specifically: (1) Within the Shelburne Road 1 district, new multi-story buildings should be close to the highway to establish pedestrian-oriented centers with small-scale neighborhood-serving businesses and upper floor housing. (p. 3.14-3.15)

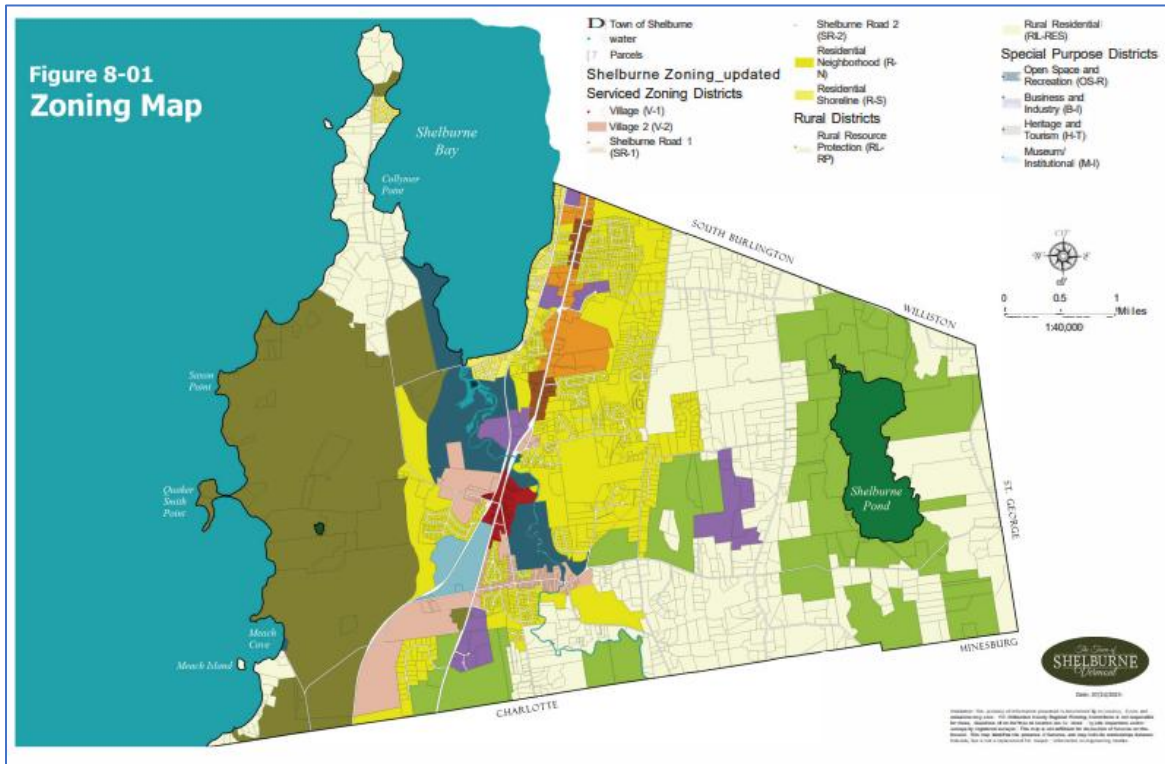


Figure 7 - Shelburne Zoning Map

- Regulations in the SR-1 District that implement this purpose statement include the following (see p. 3.16 -3.20 and:
  - Half-acre minimum lot size
  - A maximum density of 20 units per acre (minimum lot area per unit of 2,100 sq. ft.)
  - A 15 feet build-to-line with minimum 75% build-to-line coverage
  - A 90% lot coverage maximum
  - A 48 feet max building height
  - Building massing and articulation standards
  - No maximum building footprint

- c. **Historic Resources** – CCRPC would consider expansion of this center to include the following historic property which is two parcels south of the proposed North Village Center:
  - Samuel Blinn House ([0413-15, 76-A-282](#)) located at 3308 Shelburne Road
- d. **Housing Development** – CCRPC may consider expansion of this center to include the recent housing development at [Bay Ridge](#) and the [hotel conversion at Harbor Place](#). Combined, those two developments equal almost 200 units of new housing.

### **Shelburne – South Village Center**

The South Village Center is Town’s municipal top priority based on conversations with the Selectboard and Planning Commission on February 12.

CCRPC submits the following supplemental information:

- a. **Shelburne Town Plan** – The [Town Plan](#) has several maps that designate future land use areas. The proposed South Village Center is designated in the plan in the following manner:
  - Map 2 – Planning Areas – The proposed South Village Center is shown as Growth Area 2: “Growth Area 2 contains the majority of Shelburne’s residential neighborhoods. It also hosts commercial and industrial activities that do not fit into the Village Center but are well suited for other locations within the Sewer Service Area. Growth Area 2 is served by the municipal sewer system under the Town’s Sewer Service Allocation Ordinance” (p. 20).
  - Map Book 2, Growth Area 2, With Sub-Areas – The proposed South Village Center is shown as Mixed Use Sub-Area: “The Town aspires for this area to feature more diverse residential and commercial uses, to enhance livability in surrounding neighborhoods, and to introduce community identity that will enhance arrival to Shelburne “(p.21).
  - The town is currently engaged in a town plan update that will be completed in early 2027. The expectation is that the town’s future land use map will be updated to reflect these areas as more compact nodes intended to be an even greater focus of development.
- b. **Shelburne Development Regulations** – The proposed South Village Center is included in the Shelburne Road 1 (SR-1) Zoning District in the new Shelburne Development Regulations adopted in early 2026.
  - The purpose of the SR-1 Zoning District is:

**Shelburne Road 1 and 2.** *The Shelburne Road 1 and 2 districts extend along the highway corridor north of Shelburne village. This area is identified in the Shelburne Town Plan as the town’s primary growth area and preferred location for new development. The goal is to facilitate the incremental transformation from a typical auto-oriented commercial corridor to nodes of interconnected, higher density, mixed use development served by multi-modal transportation. Infill and redevelopment should improve the quality of site design to add amenity to the district, meet contemporary stormwater management standards, and improve safety for pedestrians, bicyclists and motorists. Adequate setbacks and screening should buffer abutting residential neighborhoods from higher intensity development in these districts. Specifically: (1) Within the Shelburne Road 1 district, new multi-story buildings should be close to the highway to establish pedestrian-oriented centers with small-scale neighborhood-serving businesses and upper floor housing. (p. 3.14-3.15)*

- Regulations in the SR-1 District include the following (see p. 3.16 -3.20 and :
  1. Half-acre minimum lot size
  2. A maximum density of 20 units per acre (minimum lot area per unit of 2,100 sq. ft.)
  3. A 15 feet build-to-line with minimum 75% build-to-line coverage
  4. A 90% lot coverage maximum
  5. A 48 feet max building height
  6. Building massing and articulation standards
  7. No maximum building footprint

c. **Historic Resources** – This proposed Village Center has the following historic asset:

- Dutch Mill – The Dutch Mill Restaurant is on the State Historic Register. The Determination of Eligibility Form from 2023 states that the restaurant is “rare example of roadside mimetic architecture in Vermont.”

d. **Civic Assets** – This proposed Village Center is home to several civic assets including:

- Heartworks – a child care facility.
- Lakeview Community Care Home – this is a Howard Center-operated licensed residential care home for 16 adult clients. Clients that live in the home are enrolled in the Howard

Center's [Community Support Program](#) for adults with severe and/or persistent mental health challenges.

### **Shelburne – Northern Planned Growth Area**

- a. **Town Plan** – The proposed northern PGA area is within Growth Area 2. Per the plan: “Growth Area 2 contains the majority of Shelburne’s residential neighborhoods. It also hosts commercial and industrial activities that do not fit into the Village Center but are well suited for other locations within the Sewer Service Area. Growth Area 2 is served by the municipal sewer system under the Town’s Sewer Service Allocation Ordinance” (p. 20).

The proposed norther PGA is shown as Residential Sub-Area: “Pursuing new development in compact, walkable patterns establishes a framework for preserving watershed function and health, enables more compatible relationships among new and existing buildings and landscapes, and will help to retain the scenic integrity of abutting rural lands. Ideally, as neighborhoods develop in this area, housing should be sited to reserve spaces for neighborhood residents and children to gather and play.” (p.21).

- b. **Shelburne Development Regulations** – The proposed northern PGA includes multiple different zoning districts. This includes the SR-1 zoning district explained above. It also includes the Shelburne Road 2 (SR-2), Business and Industry (B-I), and Village 2 (V-2) zoning districts. However, the majority of the proposed northern PGA areas located off the Shelburne Road Corridor, and the areas related to the LURB’s questions, are located in the Residential Neighborhood (R-D) District. The purpose and dimensional standards related to these districts are in [Article 3](#).

There are several sections of the Shelburne Development Regulations that are directly relevant to the LURB’s questions about walkability in this area. First, new streets are required to include sidewalk or multi-use paths (See [Section 4004.H and 4004.I](#) – p. 4.06). Section 4200 – Access and Movement (p. 4.18) states that new development must make connection “for the continuation of sidewalks, shared use paths, walkways, and bicycle lanes within the property and between adjoining properties where those site features exist or are planned” (p. 4.18). Section 7100 – Blocks and Lots, standards that apply to all new subdivisions and planned unit developments (PUDs), require the installation of new sidewalks or paths along new streets (see p. 7.05).

- c. **Existing and Planned Connectivity** – The [2019 Town Plan](#) maps identify a shared use path in this area as a desired future improvement (see p. 70). The Town Plan maps also identify desired locations for primitive paths as well as shared use trails connecting neighborhoods north of Webster Road and east of Shelburne Road (US Route 7).

While Shelburne does not have a formally adopted Capital Improvement Plan, the Town does have a “working” CIP that is integrated directly into the municipal budget (the Town will adopt a separate CIP in future years). This investment plan includes \$250,000 invested in sidewalk projects over the next five years. In addition, the town’s Bicycle and Pedestrian Path Committee’s strategic plan notes that they develop a recommendation of projects to the Selectboard as part of each year’s budgeting process.

### **South Burlington – Southern Shelburne Road Corridor**

CCRPC submits the following supplemental information:

- a. [City Plan](#) – The City Plan identifies the entire Route 7 Corridor as “Balanced Mixed Residential and Commercial High Scale” of the City Future Land Use Map (p.113). This category of use is defined in the plan, and includes a short history that shows how South Burlington has intentionally changed its thinking over time (p. 78-79):

*The city’s Balanced Mixed Residential and Commercial: High-Scale Areas share some features among their origins but vary over time and by City policy and investment. The current and future intent for these areas have diverged substantially.*

*The first wave of commercial development in the city began before WWII with the establishment of the Burlington Airport. Following the War and continuing through the 1950s and 1960s commercial corridors built up quickly along Shelburne Road, Williston Road, Dorset Street, and portions of Hinesburg Road. I-89 and I-189 were built in this same time period. Business parks north and south of the Airport followed shortly after. In the 1970s, the City began to consider the creation of a downtown for South Burlington, in the area that is becoming City Center.*

*Twentieth-century development patterns and zoning designed cities where residential uses and commercial uses were completely separated from each other to prevent incompatible uses from conflicting. What began as a tool to separate industry from housing evolved to create commercial-only strips in many cities. Over time the negative impacts of many types of commercial uses have declined as intensive manufacturing and other industrial uses with nuisance-level noise, smoke, odor, and dust have become less prevalent. This means that for most commercial uses being located near residential uses is less likely to cause conflict.*

*In parallel, the negative effects of commercial-only strips began to be evident: they provide limited opportunities for community building, are inefficient uses of land, and foster auto dependent travel and land use. A shift in City policy and regulations began to see residential components added to Dorset Street in the 1990s and subsequently to the Farrell Street areas in the 2000s. Most recently,*

the City has placed an emphasis on mixed use development along the Shelburne Road Corridor, and along Williston Road west of Hinesburg Road/Patchen Road.

As our needs for housing increase and we pursue goals to reduce vehicle miles traveled, increase walkability, and create vibrant spaces in South Burlington, the timing is appropriate to review past policy and consider assigning more areas of the city to allow a mix of uses. This Plan opens the next iterations of this evolution: considering allowing some residential activity with certain business parks and, in parallel, reviewing whether some areas of the city should be reserved only for certain industrial and heavy commercial activities that are truly incompatible with housing.

As noted, very few areas of South Burlington originally developed as true mixed-use areas. South Burlington is intentionally changing that pattern. The

deliberate and long-standing goal to develop City Center into a vibrant, walkable downtown with dense residential uses, pedestrian-scale commercial uses, and inviting public spaces is the first intentionally mixed-use environment to be constructed. This is facilitated in part by the fact that the core portion of City Center was effectively unbuilt until recently.

A parallel effort and evolution of landscape is underway along the Shelburne Road corridor. The future of South Burlington will include City Center, and similar spaces and intentional development in other areas including nodes along Shelburne Road. It will take continued, focused effort by the City to fully establish City Center, but the next focus should be other development areas for similar projects.

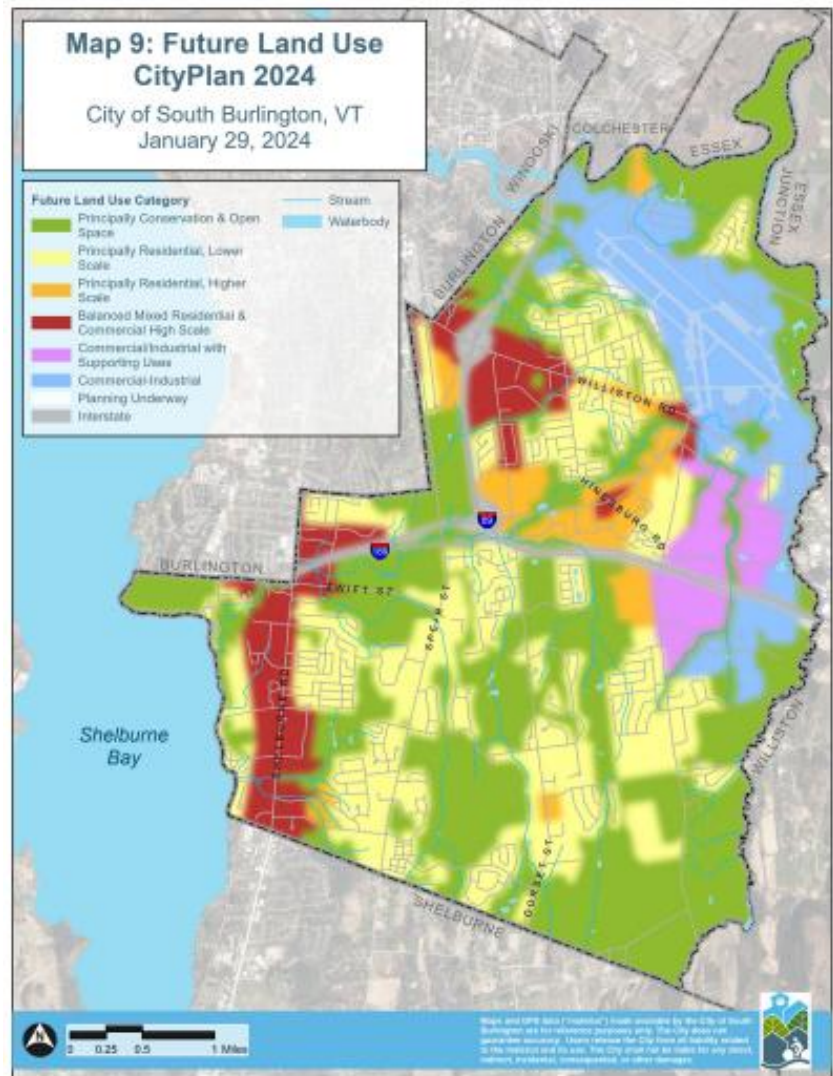


Figure 8 - South Burlington Future Land Use Map

b. **South Burlington Development Regulations** – Most of the land along the southern Shelburne Road corridor, south of the proposed Village Center, is in the Commercial 2 Zoning District.

i. The purpose of the Commercial 2 Zoning District is as follows:

*A Commercial 2 (C2) District is hereby formed in order to encourage general commercial activity. In addition to uses permitted in the HSMU [Higher Scale Mixed Use] District, large lot-retail uses, such as sale of motor vehicles and building materials, may be permitted. A range of industrial uses as well as clustered residential development may be permitted in locations that are mutually compatible with general commercial activity.*

Maximum building heights and density are dependent on building type and land use. Larger multi-family structures are allowed to be a maximum of 60 feet tall (5 stories)

but may be allowed up to 2 additional bonus stories if transfer of development rights and/or inclusionary zoning bonuses are triggered (see Table 19-1, p. 301).

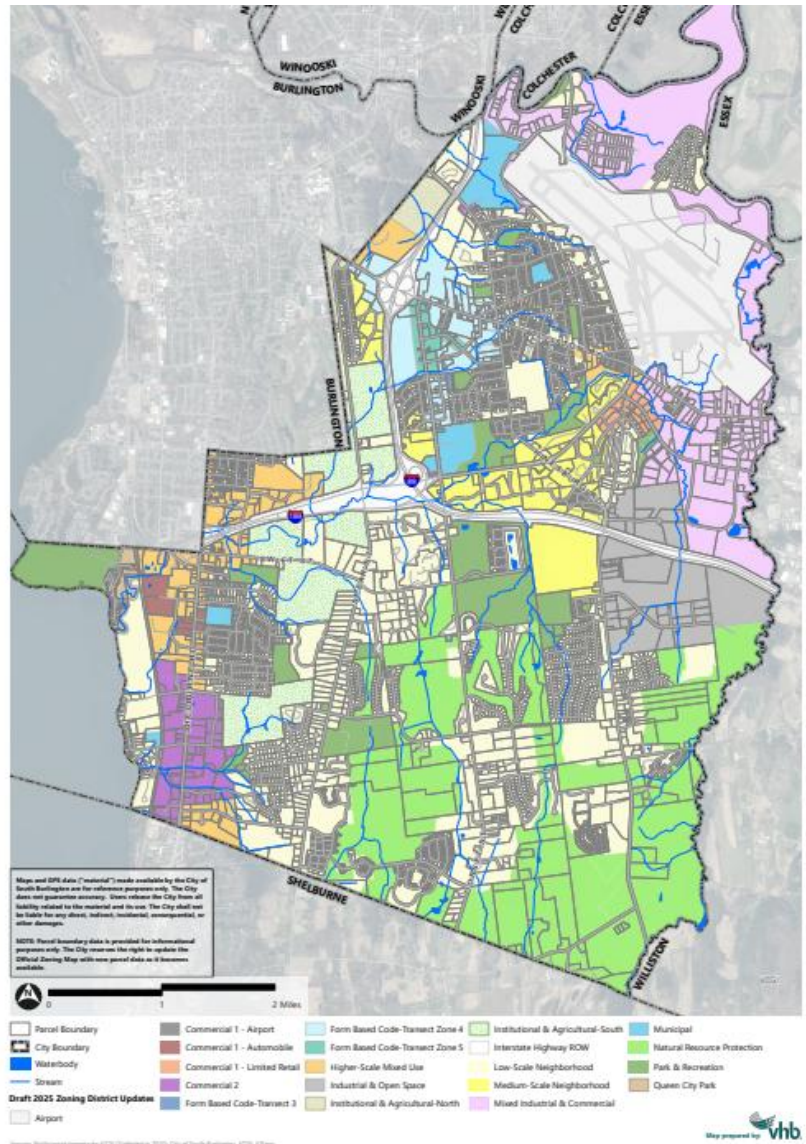


Figure 9 - South Burlington Zoning Map

ii. **Site Plan Review** - All land uses in South Burlington (except single unit to four unit dwellings) are subject to site plan review (see Article 14 – p. 208 – 221). Site plan review standards include:

- Buildings must be oriented to the street.
- Parking shall be on the side or rear of buildings.

- There must be direct pedestrian access to the front of the building from the sidewalk.

iii. **Urban Design Overlay District –**

The entire Shelburne Road Corridor is within the Urban Design Overlay District (see Section 10.05 – p. 132-143). The purpose of this overlay district is to aid “in fulfilling the City’s vision to enable infill and conversion development, encourage pedestrian movement, serve local and regional shopping and employment needs, and make use of existing public transportation. The City intends for the applicable areas to provide safe and inviting access to adjacent neighborhoods.”

Here are some example of standards in this overlay district:

- Front entry addressing the primary road is required. This entry shall be served by a walkway at least 8 feet in width.
- Glazing requirements (Minimum 40% to 65% based on location within the overlay).
- Within primary and secondary nodes within the overlay (e.g. road intersections), structures must have a “significant architectural features at the corner of the building.”
- Substantial rehabilitation of existing structures within this overlay district, including the car dealerships on Shelburne Road, are allowed only if the structure in question altered in a manner that brings the structure into conformance with the code. Existing structures cannot be expanded in ways that increase their non-conformity with the rules of this overlay district.
- The overlay district is a “receiving” area for development rights within the City’s Transfer of Development Right (TDR) regulations. This means that this area is intended for a greater density of development than other parts of the City.

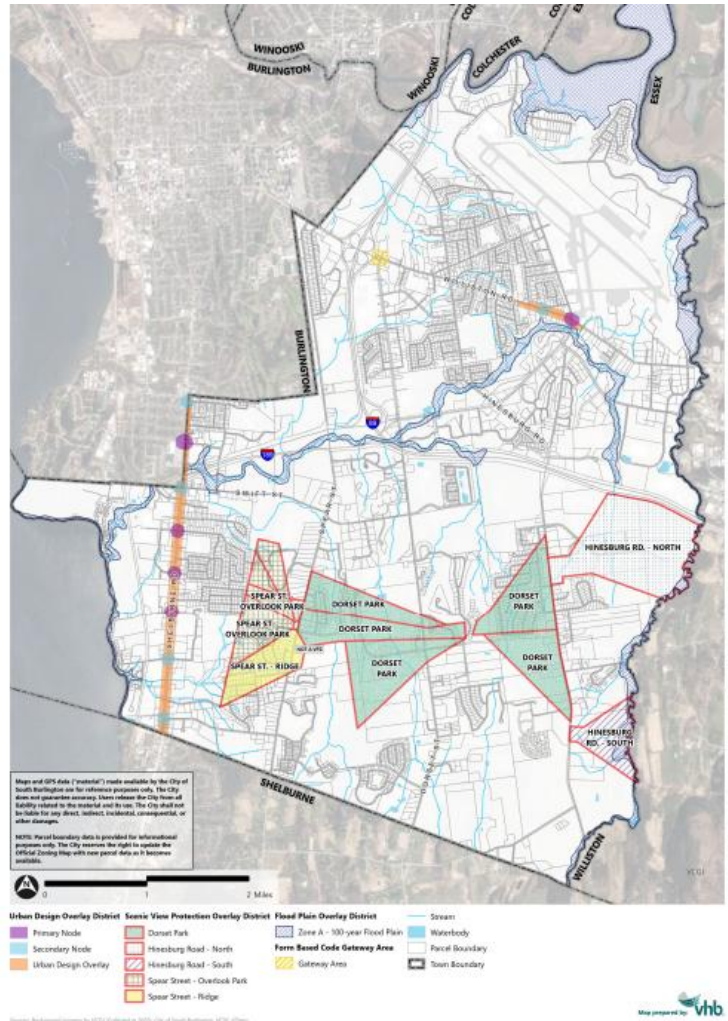


Figure 10 - South Burlington Urban Design Overlay Map

iv. **Transit Overlay District** – The entire Shelburne Road Corridor, and surrounding neighborhoods, are within the Transit Overlay District (see Section 10.04 – p. 131-132). This overlay district requires that a “public sidewalk or recreation path connects” all land development to “a public roadway identified as a transit route on the Transit Overlay District Map in a direct (ie, generally shortest distance from the use to the roadway) manner.” There is a Green Mountain Transit Route on Shelburne Road ([#6 Shelburne Road](#)).

v. **Housing Development** – There are several examples of recent housing development along this corridor that demonstrate its changing nature to a mixed use place. This includes a [Hotel Conversion](#) (former Comfort Suites on Larkin Way) and [Bartlett Brook Apartments](#).

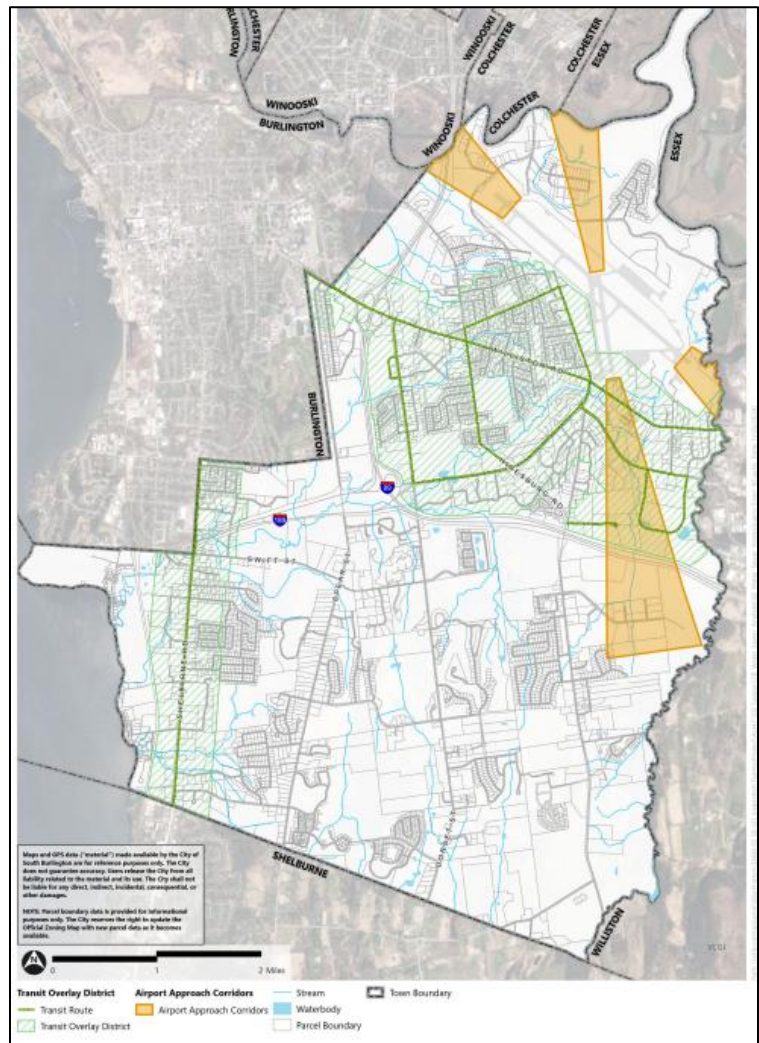


Figure 11 - South Burlington Transit Overlay Map

vi. **Connectivity** – This Planned Growth Area has significant existing and planned bike/ped connectivity to centers and other parts of the city. The City Official map shows existing infrastructure and where the City is actively planning to acquire development rights from landowners to create new paths, trails, and parks within this corridor (and throughout the City). The [Official Map](#) even designates a potential future commuter rail station on a City-owned parcel off Bartlett Bay Road in the event that commuter rail comes to southern Chittenden County.

**South Burlington – Planned Growth Area – Williston Road/Kennedy Drive Eastern Area:**

CCRPC submits the following supplemental information:

a. **City Plan** - The [City Plan's](#) future land use map uses several different land use categories in this geographic area (see p. 113). There is a node of “Balanced Mixed Residential and Commercial High Scale” at Kennedy and Kimball Ave. The areas to the east are a mix of “Commercial-Industrial,” “Commercial/Industrial with Supporting Uses,” “Principally Conservation & Open Space,” and “Principally Residential, Lower Scale.”

b. **South Burlington Development Regulations** – Most of the land along the Williston Road corridor east of Kennedy Drive is in the Mixed Industrial & Commercial Zoning District. There are also two areas of Low-Scale Neighborhood Zoning District within the corridor where there are existing residential uses.

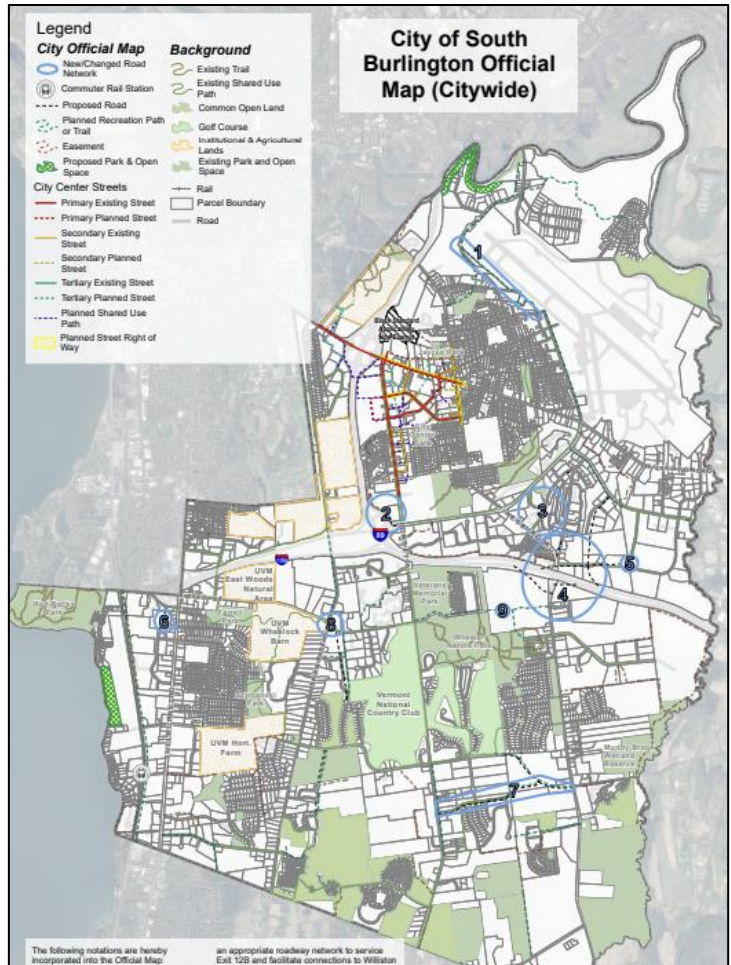


Figure 12 - South Burlington Official Map

i. The purpose of the Mixed Industrial & Commercial Zoning District is as follows:

*The Mixed Industrial-Commercial (IC) District encourages general industrial and commercial activity served by major arterial roadways and Leahy Burlington International Airport. The Mixed Industrial-Commercial district encourages development of a wide range of commercial, industrial, and office uses compatible with the City’s economic development policies in locations compatible with industrial activity. Major retail uses, such as supermarkets and shopping centers shall not be permitted.*

The purpose of the Low-Scale Neighborhood Zoning District is as follows:

*Low-Scale Neighborhood (LSN) District encourages primarily residential use in smaller building types (single-family, duplex, and small-multifamily homes) within existing neighborhoods and on underdeveloped land in or adjacent to those neighborhoods. Specified commercial and other nonresidential uses are encouraged within the district in locations that have direct access to*

*arterial and collector streets and with siting and design standards to ensure compatibility with residential properties to support the future thriving of walkable and bikeable neighborhood. Thoughtful public spaces oriented to neighborhood use well connected to the neighborhood are also a high priority.*

Note that despite being called a “Low-Scale Neighborhood,” the district’s minimum lot size is 7,000 square feet. Each lot can accommodate up to four units per acre due to the required provisions in [24 V.S.A. 4412](#) (this area is served by municipal water and sewer). This means that there could be a residential density of up to 20 units per acre in this zoning district. That is a relatively high density of residential development within the Vermont context.

- ii. **Site Plan Review** - All land uses in South Burlington (except single unit to four unit dwellings) are subject to site plan review (see Article 14 – p. 208 – 221). Site plan review standards include:
  - 1. Buildings must be oriented to the street.
  - 2. Parking shall be on the side or rear of buildings.
  - 3. There must be direct pedestrian access to the front of the building from the sidewalk.
  
- iii. **Transit Overlay District** – The entire Williston Road Corridor, Technology Park, and surrounding neighborhoods, are within the Transit Overlay District (see Section 10.04 – p. 131-132). This overlay district requires that a “public sidewalk or recreation path connects” all land development to “a public roadway identified as a transit route on the Transit Overlay District Map in a direct (e.g. generally shortest distance from the use to the roadway) manner.” There is a Green Mountain Transit Route on Williston Road ([#1 Williston](#))
  
- c. **Connectivity** – This Planned Growth Area has significant existing and planned bike/ped connectivity to centers and other parts of the city, including City Center via a multi-use path on Kennedy Drive and Dorset Street. The City [Official Map](#) shows existing infrastructure and where the City is actively planning to acquire development rights from landowners to create new paths and trails. This includes a future connection to Taft’s Corners in Williston which will assist with the regional vision of bike/ped connectivity between downtown Burlington and Taft Corners (see [Regional Active Transportation Plan](#)).
  
- d. **Employment** – Per the Vermont Department of Labor, South Burlington had the second highest “average employment” and “establishments” of any municipality in Vermont in 2024. Average employment is a rough approximation of total jobs and establishments means employers. Data on the exact location of these jobs within South Burlington is not available. Regardless, it is important

to note the importance of South Burlington as a center of employment in Vermont when considering the geography of the PGA.

<b>Total, All Industries - Total Covered Employment - 2024</b>		
<b>Area</b>	<b>Establishments</b>	<b>Average Employment</b>
Burlington city	2,577	35,995
South Burlington city	1,586	18,866
Rutland city	928	12,599
Williston town	944	11,072
Brattleboro town	919	10,055
Colchester town	801	9,847
Montpelier city	769	9,585
Bennington town	707	9,305
Middlebury town	533	8,366
St. Albans city	539	7,209

Figure 13 - Total Covered Employment 2024

**Williston – Planned Growth Area – Williston Road/Marshall Ave:**

- a. **Williston Town Plan and Development Regulations** – The [Town Plan’s future land use map and the Development Regulations’ zoning map](#) use the same land use/zoning categories and define the areas the same way. The proposed PGA includes three specific land use/zoning categories as defined in the [Development Regulations](#):
  - i. **Industrial Zoning District West** – “This zoning district accommodates a variety of industrial and some commercial uses, providing numerous jobs. The principal goal here is to ensure that industrial uses can prosper without adverse impacts on or complaints from incompatible neighbors” (p. 36-1).
  - ii. **Gateway Zoning District West** – “This zoning district includes Williston’s western “gateway,” west of Taft Corners along Williston Road (U.S. 2); it is where many people form their first impression of Williston. It offers a potential location for the adaptive reuse of older single household dwellings with a mix of, office, commercial, and residential uses in a high visibility location along a major travel corridor into the town’s growth center” (p. 40-1).
  - iii. **Residential Zoning District** – “This zoning district includes Williston’s suburban residential neighborhoods. Its purpose has long been to ensure that incompatible uses do not appear in those neighborhoods. These standards add another important goal: to encourage a somewhat more compact, diverse, and pedestrian-friendly pattern of residential development that also protects important open space resources. To help achieve this goal, the standards adopted here increase the density of development permitted in the RZD. This increase in density also



“shall.” This is explained within the Development Regulations as a way to provide the Williston Development Review Board with flexibility, but it does raise questions about how mandatory these standards are in reality.

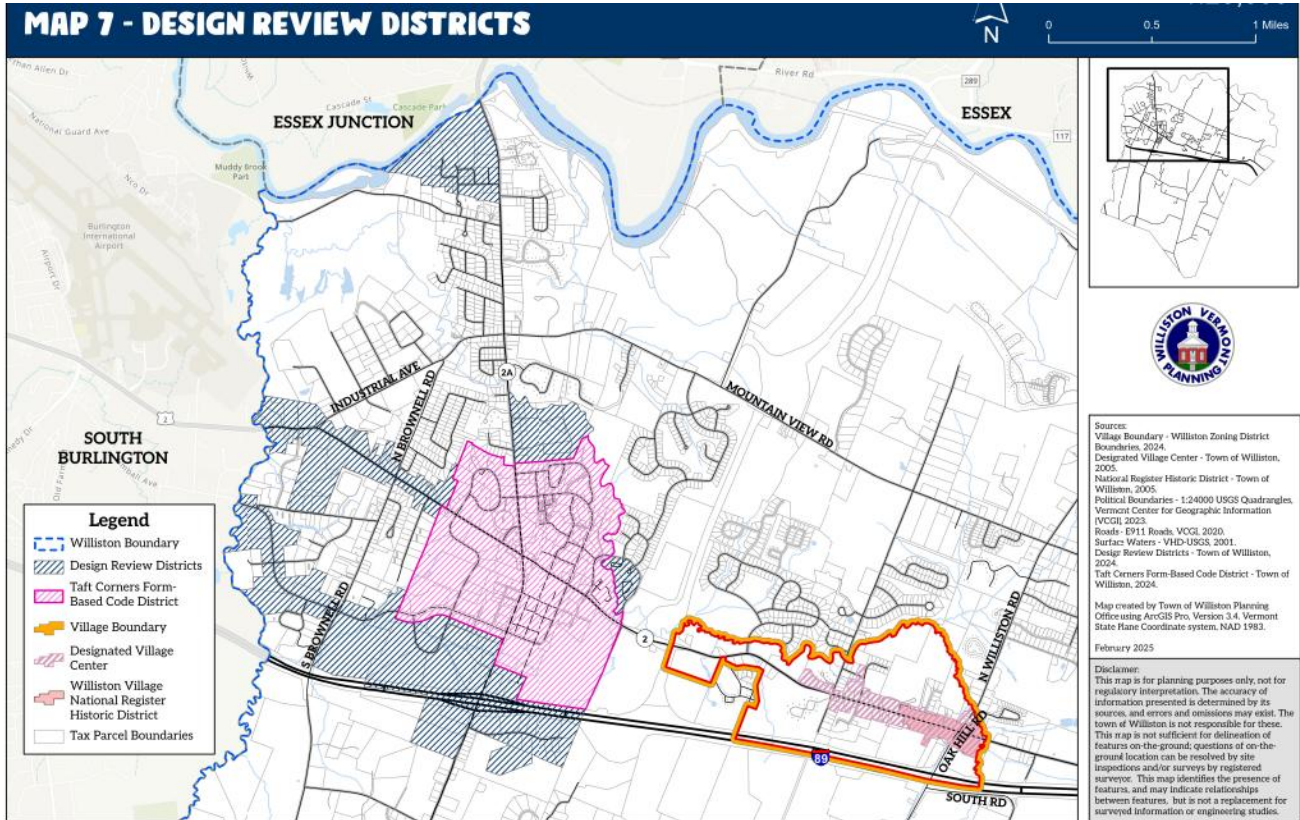


Figure 15 - Williston Design Review Districts

- b. **Official Map** – Williston has an [Official Map](#). The map identifies existing and future bike/ped infrastructure. Future sidewalks are planned on both sides of Industrial Avenue, the south side of Williston Road, and on one side of Shunpike Road. A future multi-use path is planned along the length of Marshall Avenue that will connect to a multi-use path in South Burlington and other planned bike/ped infrastructure in the Taft Corners area. That path is a part of the network that will connect Downtown Burlington to Taft Corners. All residential areas within the proposed PGA, and mixed use areas (including Taft Corners), have an existing or planned bike/ped connection to parts the proposed PGA that only allow non-residential uses (Industrial Zoning District West).
- c. **Employment** – As noted for South Burlington above, Williston is a center of employment within the state and region (See Figure 13). Exact locations of jobs within the municipality cannot be determined, but we know that the area along the Williston Road corridors, between roughly Industrial Avenue and Marshall Avenue, has a relatively high number of non-residential uses and jobs within walking distance of residential neighborhoods.

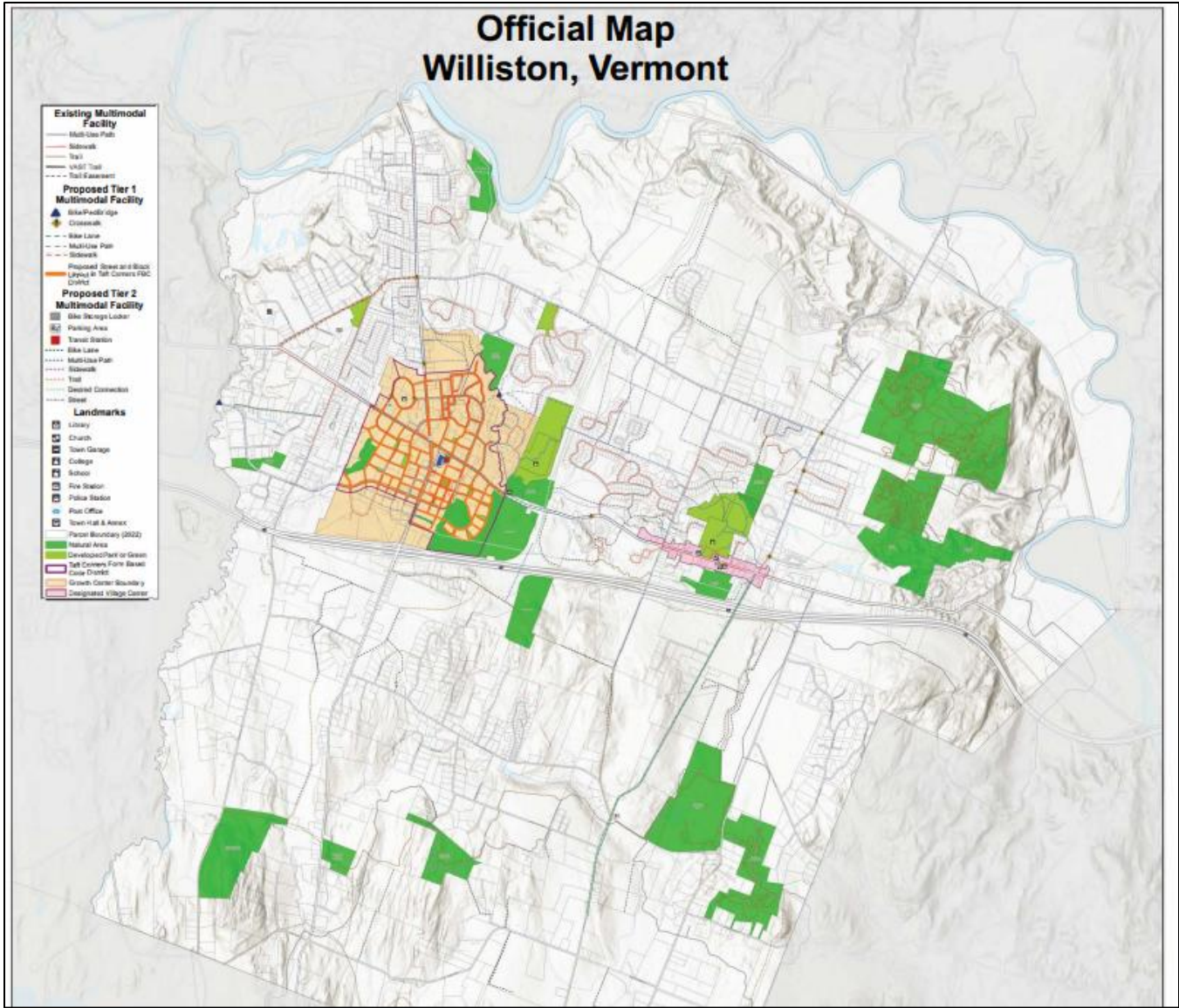


Figure 16 - Williston Official Map