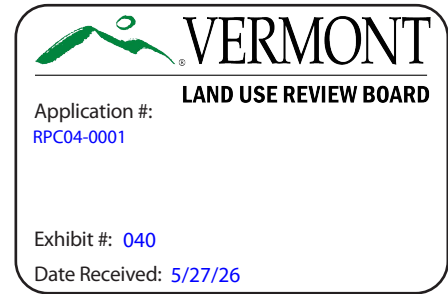


MEMORANDUM

To: Sarah Hadd, Land Use Review Board
From: Taylor Newton, Planning Program Director
Date: May 26, 2026
Re: Future Land Use Map – Supplemental Information

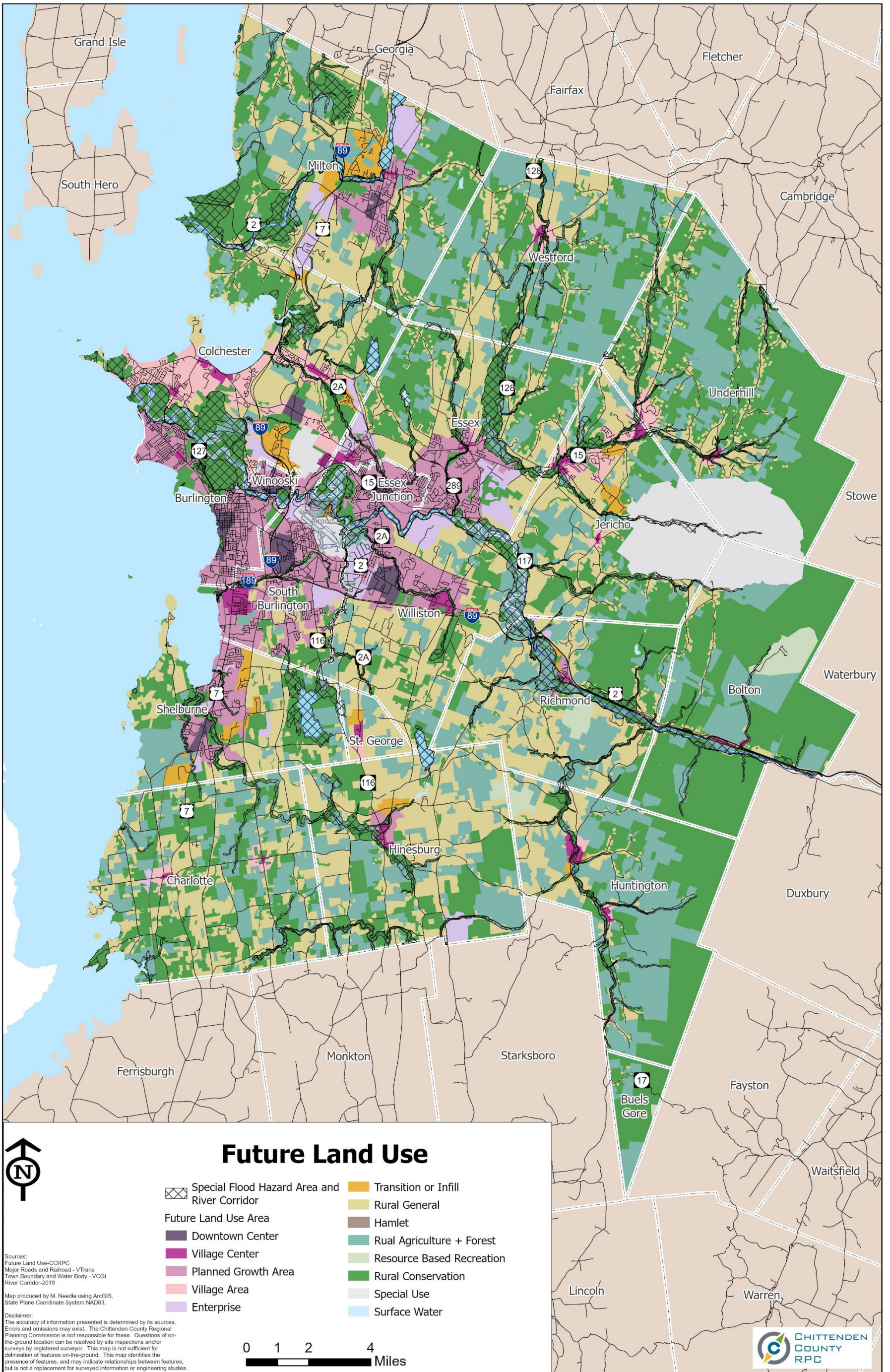


This memo provides information to the Land Use Review Board (LURB) about the Chittenden County Future Land Use (FLU) Map, specifically:

- changes to the FLU Map between the preapplication submittal in October 2025 and the current application. Chittenden County Regional Planning Commission (CCRPC) finalized the FLU Map in March 2026.
- additional information about local planning efforts and context about CCRPC’s decisions to include specific geographic areas in Chittenden County as Downtown Centers, Village Centers, Planned Growth Area, and Village Areas.

The Chittenden County FLU Map [can be viewed here](#). The digital FLU map data has also been submitted to the LURB via the [LURB GIS Data Submission Standard Operating Procedure](#).

Please note that CCRPC submitted supplemental information to the Land Use Review Board in memoranda provided on [February 18, 2026](#), [February 24, 2026](#), and [March 5, 2026](#). There previous memoranda have been appended below for ease of review by the LURB and interested parties.



CCRPC Regional Future Land Use Map – List of Changes between November 2025 and March 2026

Edit #	Regional Changes Between October 2025 and March 2026	Source of Edit	Notes
1	Parcel Alignment and Slivers	Staff	<p>To the extent possible, staff made sure that FLU areas align with parcel boundaries in the region to fix any issues with parcel alignment and/or "slivers" of land with no FLU category assigned (or the wrong FLU category). These changes were made in several places:</p> <ol style="list-style-type: none"> 1. Lake Champlain Shoreline - In some places, the municipal parcel boundary data and the Lake Champlain polygon geography do not fully align in some places. 2. Conserved Parcels - The conserved land database does not fully align with municipal parcel boundary data in some places. 3. Parcels in the Current Use Program - Current Use Program data does not fully align with municipal parcel boundary data.
2	Right-of-Way Splitting	LURB	<p>In the pre-application version of the future land use map most road right-of-way in rural areas were previously Rural General; now, road right-of-way are split along centerline, based on adjacent FLU areas, when there are different FLU areas on each side of a road right-of-way.</p>
3	Vermont Conservation Design Correction	Staff	<p>The Vermont Conservation Design (VCD) dataset contains small gaps (often triangles) in forest blocks (this is a known data error). To the greatest extent possible, staff identified these gaps where aerial imagery showed contiguous forest and changed the future land use category in these gaps from Rural General to Rural Conservation.</p>

CCRPC Regional Future Land Use Map – List of Specific Map Changes between November 2025 and March 2026

For changes previously discussed with the Land Use Review Board at the March 2, 2026 and March 9, 2026 meetings, the relevant explanatory memos are linked in the “Notes” column.

Edit #	Municipality	Oct '25 FLU Category	Mar '26 FLU Category	Parcel Address / General Location	Source of Edit	Notes
1	Bolton	Village Center	Rural General	I-89 ROW in front of Smilie School	LURB	Removed a corner of Interstate 89/US Route 2 right-of-way from Village Center to respond to LURB advisory recommendation.
2	Burlington	Village Center	Planned Growth Area	Cambrian Rise	LURB	Edit made to comply with LURB required change.
3	Burlington	Village Center	Planned Growth Area	Former Shelburne Road Village Center	LURB	Edit made to comply with LURB required change.
4	Burlington	Planned Growth Area	Downtown Center	Areas along Pine Street north of the SECORD development and within the Enterprise/Light Manufacturing Zoning District, Residential - High Intensity, and Neighborhood Mixed Use	LURB	Edit made to comply with LURB required change. There is also a sliver of Rural Conservation that was changed to Downtown Center in the railyard and farmer's market parcel to be consistent with region-wide methodology. See the February 18, 2026 Memo and Supplementary Materials for more information.
5	Burlington	Rural Conservation	Downtown Center	Areas near Perkins Pier south to the Barge Canal	LRPC	Edit made to treat the Burlington waterfront area uniformly. Change made after consultation with City staff. See the February 18, 2026 Memo and Supplementary Materials for more information.
6	Colchester	Village Area	Rural General	Parcels north of Beach Road and Entrance Road (Marble Island)	LURB	Edited to comply with LURB comments about not being able to determine if this area meets the requirements of Village Area. Discussed with municipality and reached agreement to make rural general instead of Village area due to transportation connectivity issues.
7	Colchester	Village Center	Village Area	Former Blakely Road Village Center	LURB	Edited to comply with LURB advisory comments about providing more information about the Blakely Road Village Center. In consultation with the town, CCRPC staff decided to remove this center instead of providing more information about it.
8	Colchester	Village Area	Transition / Infill Area	Village Area east of Main Street Village Center	LURB	LURB stated that it could not determine if areas off VT Route 2A east of the Village Center meet the definition of Village Area due to the lack of walkability. The area was moved to transition due to the lack of sidewalks and relative high speeds on VT Route 2A.
9	Colchester	Transition / Infill Area	Rural Conservation	Back of lots south and west of VT Route 2A near the Essex border	CCRPC Staff	CCRPC staff, in consultation with Town staff, updated some of the Village Area west of VT Route 2A to Rural Conservation, instead of Transition/Infill, due to the existence of a highest priority forest block.
10	Colchester	Village Area	Village Center	Parcels with frontage on West Lakeshore Drive between Village Center and Colchester Recreation Center	LURB	Edited to comply with LURB advisory comments about providing more information about the West Lakeshore Drive Village Center. Staff determined that expansion of the Village Center to the east of the formerly mapped center was the easiest way to conform with statute. The new Village Center boundary roughly follows the boundary of the Lakeshore Two (L2) zoning district. See the February 18, 2026 Memo and Supplementary Materials for more information.

Edit #	Municipality	Oct '25 FLU Category	Mar '26 FLU Category	Parcel Address / General Location	Source of Edit	Notes
11	Essex	Rural Conservation	Planned Growth Area	In the vicinity of Pearl Street Park	CCRPC Staff	Fixed an error to ensure consistency with the VAPDA mapping methodology.
12	Essex	Planned Growth Area	Enterprise Area	Allen Martin Drive	CCRPC Staff	Changed to Enterprise after conversation with municipality. This change reflects the locally planned future land use for this area, specifically the Saxon Hill District (see Town Plan – pages 9,85, and 91), This change also results in more regional consistency for the treatment of enterprise/industrial areas.
13	Essex	Downtown Center	Planned Growth Area	Former Downtown Center	LURB	LURB could not determine that this Downtown Center meets statutory requirements. Change made after conversation with the municipality regarding current lack of civic assets. Planning is underway for this area and a Downtown Center could be visited in the future.
14	Hinesburg	Rural General	Rural Conservation	Area near wastewater treatment plant.	CCRPC Staff	Had a few larger slivers of rural general that were surrounded by Rural Conservation. Now changed to Rural Conservation.
15	Hinesburg	Rural General	Village Center	Area behind the elementary school.	CCRPC Staff	Had a large sliver of rural general behind the elementary school. Made it Village Center after consulting with Town Planner.
16	Richmond	Planned Growth Area	Rural Conservation	Parcels along Cochran Rd in PGA changed to RC in areas where there is overlap with River Corridor and Floodplain.	Municipality	Parcels along Cochran Rd in Planned Growth Area need to be Rural Conservation in areas where there is overlap with River Corridor and Floodplain to be consistent with VAPDA mapping methodology. Two parcels furthest east will be fully Rural Conservation because they are substantially covered in floodplain/river corridor.
17	Richmond	Planned Growth Area	Rural Agriculture and Forestry	Parcels along Cochran Rd in PGA changed to RA&F in areas where there is overlap with River Corridor and Floodplain.	Municipality	Very small sliver of land, but want to note the change given other edits in the vicinity.
18	Richmond	Planned Growth Area	Transition / Infill Area	The remainder of the PGA area that is impacted by the above RC change.	LURB	Parcels along Cochran Rd in Planned Growth Area need to be Rural Conservation in areas where there is overlap with River Corridor and Floodplain. Two parcels furthest east will be fully Rural Conservation because they are substantially covered in floodplain/river corridor.
19	Richmond	Rural Conservation	Planned Growth Area	Church St	CCRPC Staff	Areas outside of River Corridor and Floodplain were changed to Planned Growth Area.
20	Shelburne	Downtown Center	Planned Growth Area	Parcel at the southwest corner of US 7 and Bostwick Road.	LURB	Edit made to comply with LURB required change.
21	Shelburne	Planned Growth Area	Downtown Center	Parcels north of village on US 7, but south of LaPlatte River	LURB	Edit made to comply with LURB recommended change.
22	Shelburne	Planned Growth Area	Downtown Center	End of Shelburnewood Drive	CCRPC Staff	These two Planned Growth Area parcels that were previously isolated, and it made sense to group with surrounding Downtown Center.
23	Shelburne	Planned Growth Area	Rural Conservation	886 Bay Road within the riverine floodplain	LURB	Edit made to comply with LURB required change. This edit removes the riverine floodplain from Planned Growth Area and puts it into Rural Conservation.

Edit #	Municipality	Oct '25 FLU Category	Mar '26 FLU Category	Parcel Address / General Location	Source of Edit	Notes
24	Shelburne	Transition / Infill Area	Planned Growth Area	O'Brien property north of Thomas Road	CCRPC Staff	Edit made to reflect changes made to the Shelburne Town Plan and the newly adopted Shelburne Development Regulations in winter/spring 2026. Recent local changes mean that the future land use is now planned for neighborhood development with connectivity for walking and biking. See Shelburne Town Plan Map 2 - Future Planning Areas (p. 9) and Map 3 – Composite Future Land Use (p. 24).
25	Shelburne	Rural General	Rural Conservation	O'Brien property south of Thomas Road	CCRPC Staff	Edit made to reflect changes made to the Shelburne Town Plan. This also reflects the terms of the Development Agreement between O'Brien Brothers (which will be developing the housing to the north) and the Town, which includes a provision to conserve this land. See Shelburne Town Plan Map 2 - Future Planning Areas (p. 9) and Map 3 – Composite Future Land Use (p. 24).
26	Shelburne	Village Center	Planned Growth Area	North Village Center	LURB	CCRPC removed this Village Center to comply with LURB required change.
27	Shelburne	Transition / Infill Area	Enterprise Area	Enterprise Area between railway and Shelburne Rd., north of the LaPlatte, should be extended northward to align with local zoning.	Municipality	Change to align with Town Plan and municipal zoning after conversation with Planning Commission and Selectboard. This change also results in more regional consistency for the treatment of enterprise/industrial areas.
28	Shelburne	Planned Growth Area	Transition / Infill Area	PGA area with frontage along Spear Street in northeast part of WW service area	LURB	The LURB preapplication memo noted that it could not determine whether this portion of the Planned Growth Area met the requirements for a Planned Growth Area. Since this area lacks bike/ped connectivity to a Center CCRPC changed it to Transition/Infill in consultation with the municipality.
29	Shelburne	Transition / Infill Area	Planned Growth Area	Change the transition area around Bay Road and Northside Drive to PGA	Municipality	During the presentation of LURB preapplication comments to the town, Planning Commission and Selectboard members requested this additional change to align with the Town Plan and recently adopted changes to the Shelburne Development Regulations.
30	Shelburne	Transition / Infill Area	Enterprise Area	Change Business and Industry District off of Executive Drive and west of US 7 to Enterprise	Municipality	During the presentation of LURB preapplication comments to the town, Planning Commission and Selectboard members requested this additional change to align with the Town Plan and municipal zoning. This change also results in more regional consistency for the treatment of enterprise/industrial areas.
31	Shelburne	Rural General	Rural Conservation	Shelburne Farms - Windmill Hill Conservation Area.	LRPC	Added a recently conserved parcel to Rural Conservation.
32	South Burlington	Village Center	Planned Growth Area	North Shelburne Road Village Center	LURB	CCRPC removed this Village Center to comply with LURB required change.
33	South Burlington	Village Center	Planned Growth Area	Kennedy and Kimball Village Center	LURB	Removed this Village Center to comply with LURB required change. See the February 18, 2026 Memo , Supplementary Materials , and March 5, 2026 Memo for more information.
34	South Burlington	Planned Growth Area	Village Center	Expansion of Shelburne Road Village Center to south and east to address LURB comments.	LURB	Expanded the Village Center to the south to Holmes Road. Expanded the Village Center to the east and the north to include the Residential 2 zoning districts to west of Farrell Street Park and Syzmanski Park. Include both parks in Village Center. And added the Swift Street Zoning District south of the Rural Conservation along Potash Brook to Village Center.

Edit #	Municipality	Oct '25 FLU Category	Mar '26 FLU Category	Parcel Address / General Location	Source of Edit	Notes
35	South Burlington	Planned Growth Area	Enterprise Area	Meadowland Industrial Park and all Industrial/Open Space Zoning District south of I-89	CCRPC Staff	CCRPC staff had a conversation with South Burlington staff and agreed to change the applicable future land use category. This change makes sense given the zoning district and lack of bike and pedestrian connection to other areas. This change also results in more regional consistency for the treatment of enterprise/industrial areas.
36	South Burlington	Planned Growth Area	Downtown Center	Between Dorset Street, Kennedy Drive, and Hinesburg Road	LURB	Per LURB advisory recommendation, expanded Downtown Center to the south to Kennedy Drive, west to I-89, and east to Hinesburg Road. See February 18, 2026 Memo and Supplementary Materials for more information.
37	South Burlington	Rural General	Rural Conservation	Off Cheeseactory Road	LRPC	Made a change to include conserved parcels in Rural Conservation. These parcels were inadvertently left out in previous iterations of the future land use map.
38	Westford	Village Center	Rural Conservation	Southeast part of Village Center.	LURB	Removed the undeveloped floodplain in the bend in the Browns River in the southeastern part of the Village Center to address advisory recommendation from the LURB.
39	Williston	Planned Growth Area	Enterprise Area	PGA west of Taft Corners that is within the IZDW Zoning District (Marshall/Shunpike Road Area)	LURB	Edited in response to LURB statement that they cannot determine if this area meets the requirements for a PGA. The area in question is in the IZDW zoning district. This change also results in more regional consistency for the treatment of enterprise/industrial areas. See February 18, 2026 Memo and Supplementary Materials for more information.

MEMORANDUM

To: Sarah Hadd, Land Use Review Board
From: Taylor Newton, Planning Program Director
Date: February 18, 2026
Re: Preapplication Review Questions

Below are questions that CCRPC staff have related to the LURB's preapplication comments on the draft 2026 ECOS Plan specific to the draft future land use map. The LURB's guidance regarding these questions would greatly assist CCRPC staff in working with our Board, Committees and member municipalities to finalize a second draft of the ECOS Plan in mid-March 2026.

CCRPC can provide supplemental information to the LURB about each question, if requested.

Questions:

1. **Burlington – Downtown Center:** The LURB stated in its preapplication review that the proposed South Downtown Center is not consistent with the statutory description of a downtown center. The LURB cited that "the area is not a traditional or historic central business district." The LURB also provided an advisory recommendation "to merge the South downtown center with the Core downtown center."

In collaboration with the City, CCRPC has drafted a merged Downtown Center (see below). Does this revised Downtown Center address the LURB's advisory recommendation?

2. **Colchester –Blakely Road and West Lakeshore Drive Village Centers:** The LURB stated in the preapplication letter that these two village centers do not meet the statutory requirements of a village center. The LURB stated Blakely Road Village Center does not contain commercial or historic properties. It is less clear to CCRPC why the West Lakeshore Drive Village Center was deemed to not meet the Village Center requirements, but our understanding is that the center lacks civic assets. Regardless, the LURB did provide CCRPC with an advisory comment to

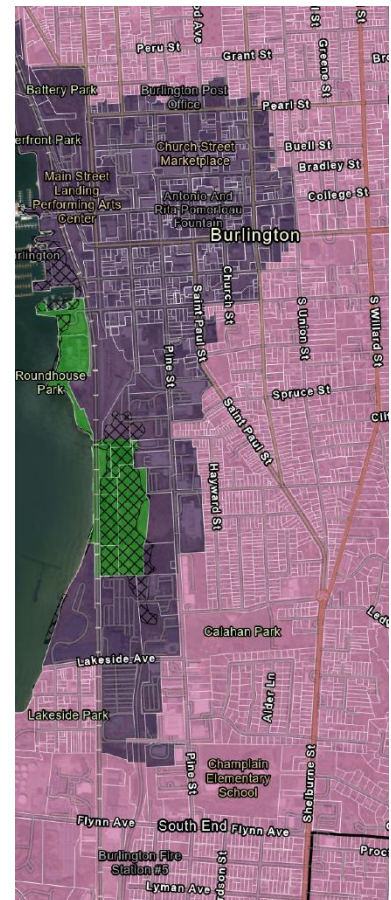


Figure 1 - Burlington Downtown Center

provide more supporting information for these two proposed centers.

Based on that information, CCRPC has deleted the Blakley Road Village Center and has drafted a revised Village Center in the Lakeshore Drive area. The revised Village Center includes all of the formerly proposed West Lakeshore Drive Village Center yet expands the Village Center to the east to include additional residential and commercial properties, along with civic assets (Bayside Park and the Colchester Recreation Center). The area is connected via sidewalk. Does this revised Village Center address the LURB's Advisory recommendation?

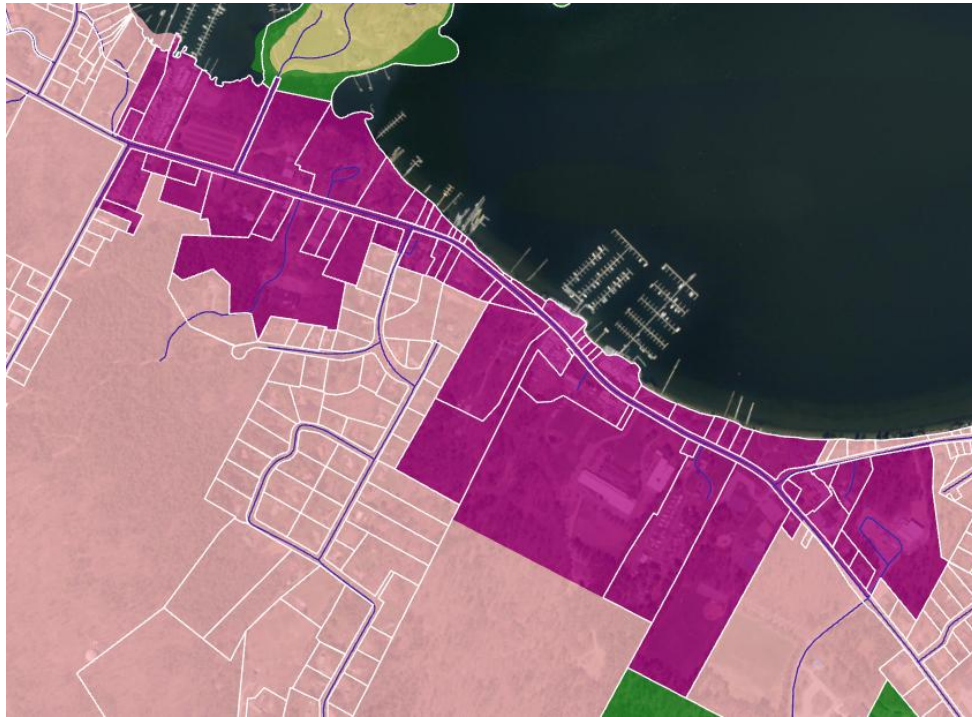


Figure 2 - Revised West Lakeshore Village Center

- 3. Shelburne – North Village Center:** The LURB found in its preapplication review that the proposed North Village Center is not consistent with the statutory description of a village center. The LURB cited that “this does not appear to contain any civic assets and it isn’t large enough to offer a future cohesive center.” Is the LURB willing to reconsider this position based on the conversations it has had in January 2026 about what constitutes an “traditional or historic central business district?”

If yes, CCRPC has additional questions about expanding the proposed North Village Center boundaries to ensure better consistency with the Shelburne Town Plan, and the new Shelburne Development Regulations adopted in early 2026, and to include an additional historic property. CCRPC’s initial thought is to expand the North Village Center to match with the boundaries of the Shelburne 1 (SR-1) Zoning District. If no, CCRPC would like the LURB’s guidance on what the potential impacts could be to surrounding PGAs.

4. **Shelburne – South Village Center:** The LURB stated in the preapplication review memo that the proposed South Village Center is not consistent with the statutory requirements of a village center. The LURB cited that this area does not include any historic properties and does not appear to include any civic assets.

CCRPC has provided the evidence below to support inclusion of the South Village Center on the regional future land use map. In addition, CCRPC will assess the map boundaries for this center to make sure that they match the boundaries of the Shelburne 1 (SR-1) Zoning District. Is this additional information sufficient to meet the statutory requirements of a Village Center?

5. **Shelburne – Northern Planned Growth Area:** The LURB found in its preapplication review that it could not determine if the proposed Northern PGA meets the requirement of a planned growth area. The LURB specifically asked for more information on the walkability of the westernmost portion of the planned growth area in the vicinity of Harbor Road and Depot Road. The 2019 Town Plan maps identify a shared use path in this area as a desired future improvement. 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. With this new information, CCRPC proposes to retain these areas as PGA. Is this information sufficient to address the LURB’s concerns about walkability and connectivity in this area?

6. **Shelburne – Downtown Center:** The LURB preapplication review included a required revision to exclude Shelburne Museum from the Downtown Center. Is the LURB willing to reconsider this position based on the conversations it has had in January 2026 about what constitutes an “traditional or historic central business district?”
7. **South Burlington - Downtown Center:** The LURB provided an advisory recommendation to “Consider expansion along Dorset Street to Kennedy Drive to include the high school, district offices, and fire station, as well as the City Center Park parcel on Iby Street.” CCRPC and the City of South Burlington are open to this advisory recommendation, but are unclear about the extent to which the Downtown Center can be expanded to include the neighborhoods west of Dorset Street or the neighborhoods between Dorset Street and Hinesburg Road. Can the LURB provide additional guidance about how the advisory recommendation can be implemented on the eastern and western boundaries of the Downtown Center?
8. **South Burlington - Planned Growth Area – Southern Shelburne Road Corridor:** In its preapplication review, the LURB stated that it could not determine if the southern Shelburne

Road corridor meets the requirements of a PGA. Is the LURB willing to reconsider this position based on the conversations it has had in February 2026 about planned versus existing land uses on the future land use maps?

9. **South Burlington - Planned Growth Area – Williston Road/Kennedy Drive Eastern Area:** In its preapplication review, the LURB stated that it could not determine if the Williston Road/Kennedy Drive eastern area meets the requirements of a PGA. Is the LURB willing to reconsider this position based on the conversations it has had in February 2026 about planned versus existing land uses on the future land use maps? Does the mix of allowed uses within this neighborhood meet the PGA definition of a “high density existing settlement and future growth areas with high concentrations of population, housing, and employment in each region and town, as appropriate?”
10. **Williston - Planned Growth Area – Marshall/Shunpike Road Area:** In its preapplication review, the LURB stated that it could not determine if the Marshall/Shunpike Road area meets the requirements of a PGA. The LURB added an advisory recommendation for CCRPC to provide more information “on how the municipal plan addresses requirements for higher-density housing and mixed use in the Marshall Avenue/Shunpike Road area.” Is the LURB willing to reconsider this position based on the conversations it has had in February 2026 about planned versus existing land uses on the Future Land Use maps? Does the mix of allowed uses within this neighborhood meet the PGA definition of a “high density existing settlement and future growth areas with high concentrations of population, housing, and employment in each region and town, as appropriate?”
11. **River Corridor and Shoreline:** The LURB preapplication letter contained an advisory recommendation on page 20, and required revision on page 40, to have the river corridor and shoreline “uniformly mapped, wherever possible, as rural conservation or rural general.” Is this comment advisory or requested/required?

Here is a summary of CCRPC’s process to map these areas: along rivers and streams, CCRPC consistently mapped river corridors and 100-year floodplains as Rural Conservation, with two exceptions permitted by statute and consistent with the VAPDA methodology. One exception is within Downtown Centers, Village Centers, Planned Growth Areas, and Village Areas, within which river corridors and 100-year floodplain can be mapped as those FLU categories provided the criteria regarding “preexisting development in areas suitable for infill development as defined in section 29-201 of the Vermont Flood Hazard Area and River Corridor Rule” in 24 V.S.A. 4348a are met.

Along the lakeshore, 100-year floodplain has been mapped as Rural Conservation. The exception to this rule is Downtown Centers and Village Centers, or Planned Growth Areas and Village Areas, as above.

All river corridors and 100-year floodplains are represented as a cross-hatched overlay on the regional future land use map.

Does this explanation provide the LURB with enough information about this topic to conclude that CCRPC as mapped these areas “uniformly” and in conformance with statute?

Please let me know if you would like to discuss any of the above questions. Municipal staff has also offered to provide assistance or answer questions from the LURB, if helpful. Your advice and guidance are much appreciated.

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.”

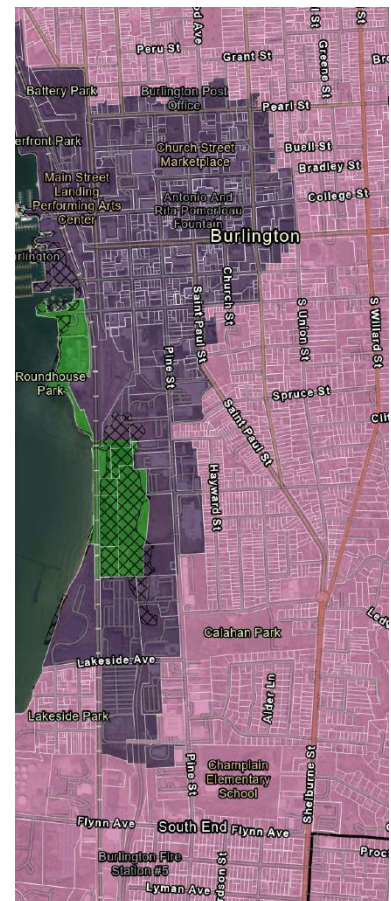


Figure 1 - Burlington Downtown Center

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).

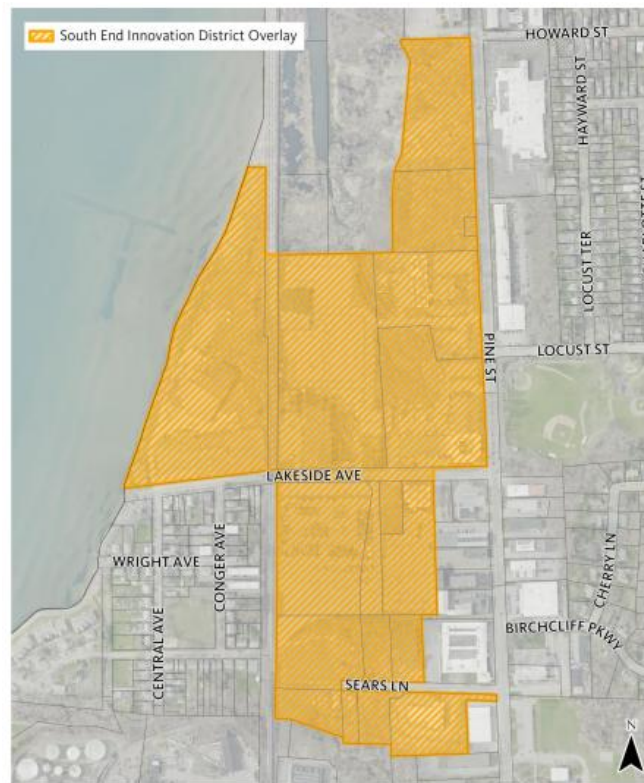


Figure 2 - SEID Overlay District

- 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

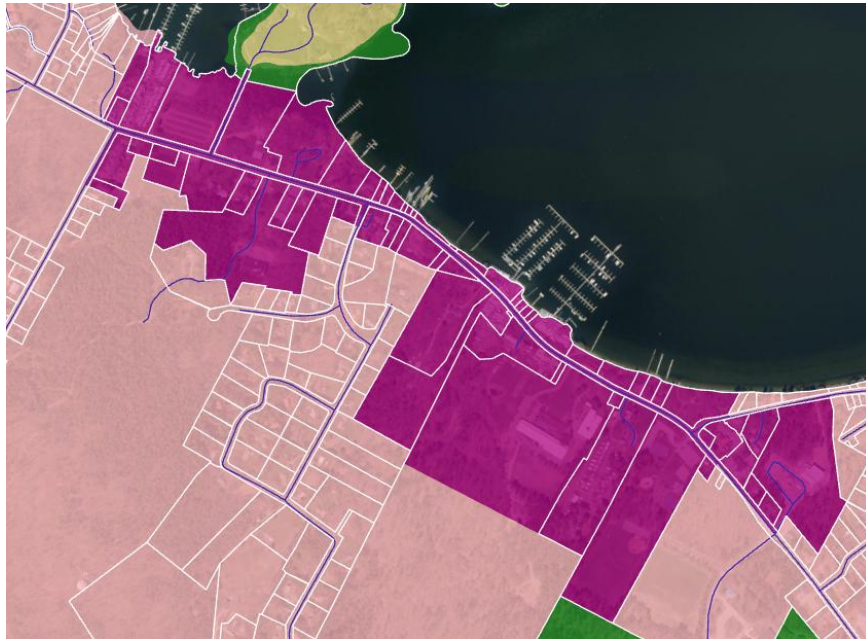


Figure 3 - Proposed West Lakeshore Village Center

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.”

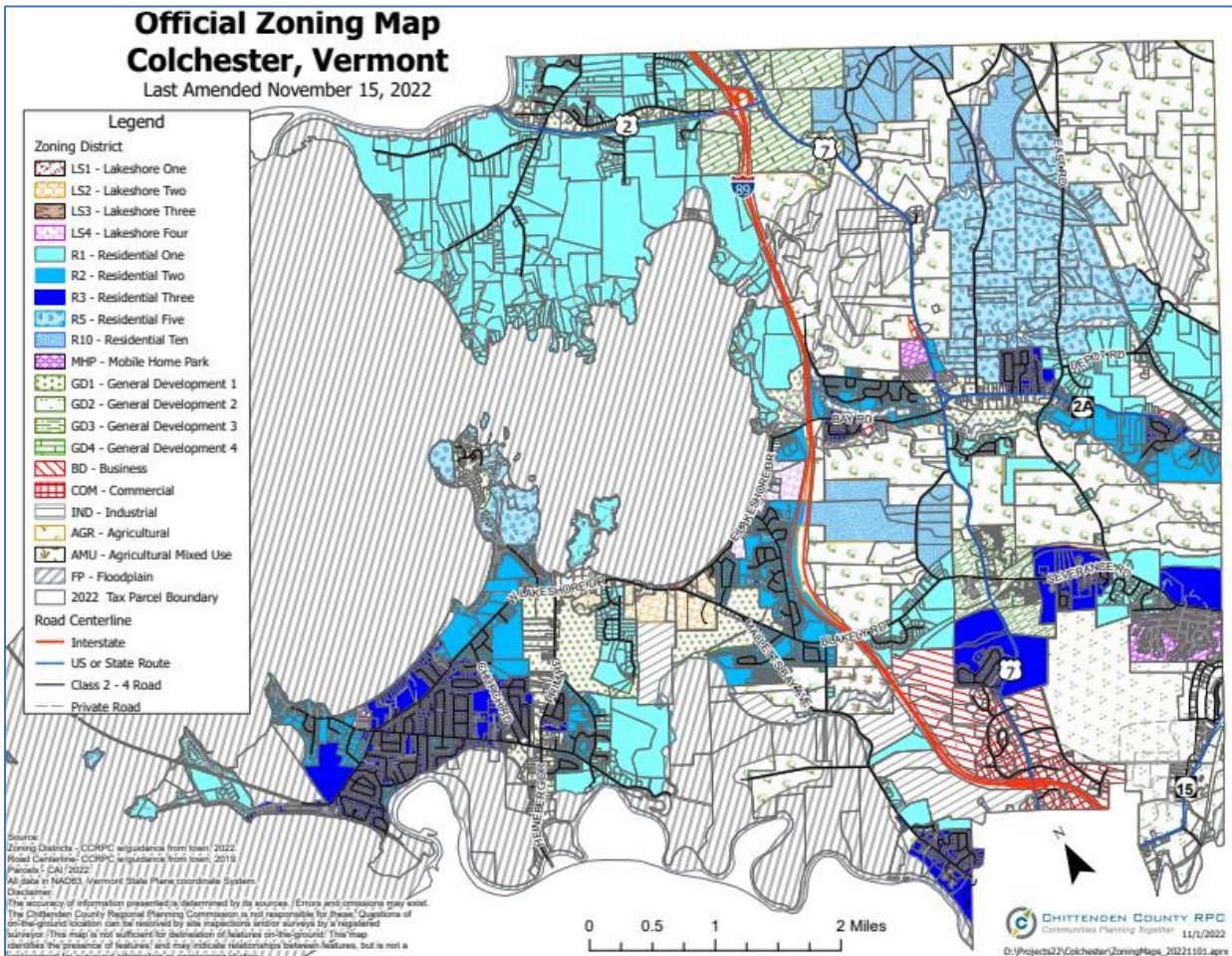


Figure 4 - Colchester Zoning Map

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).

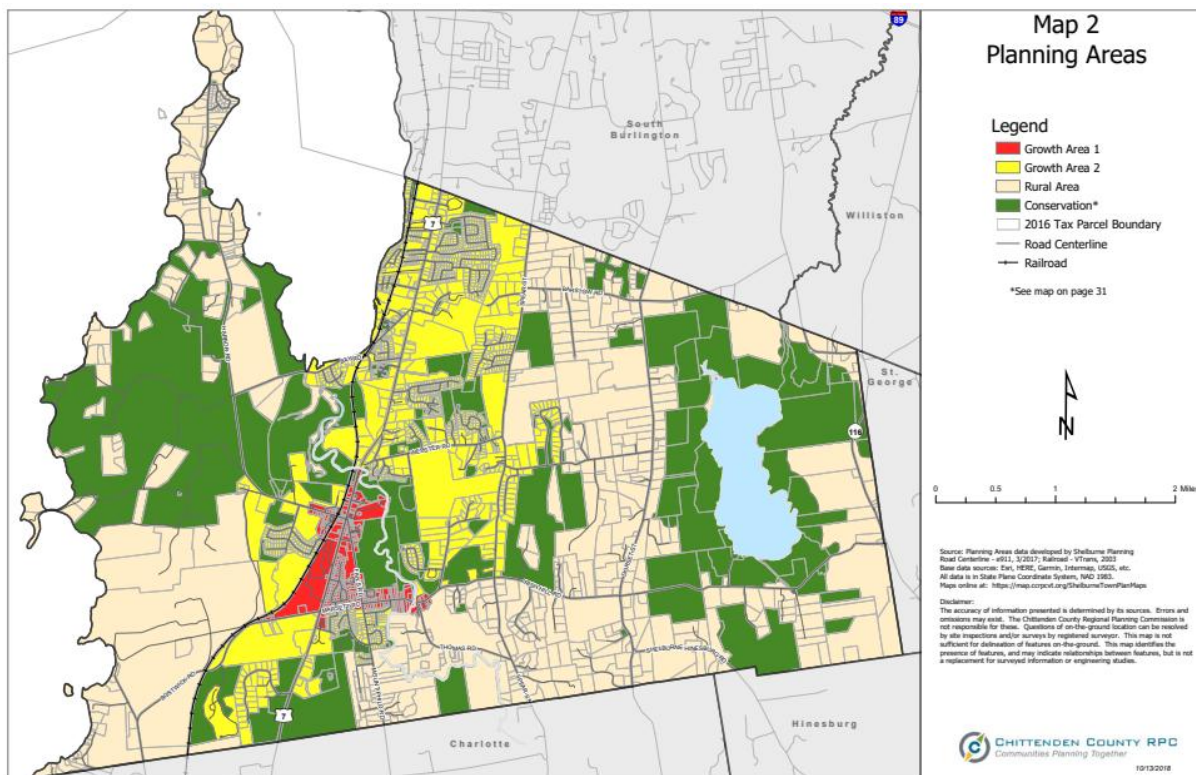


Figure 5 - Shelburne Planning Areas Map

- 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).

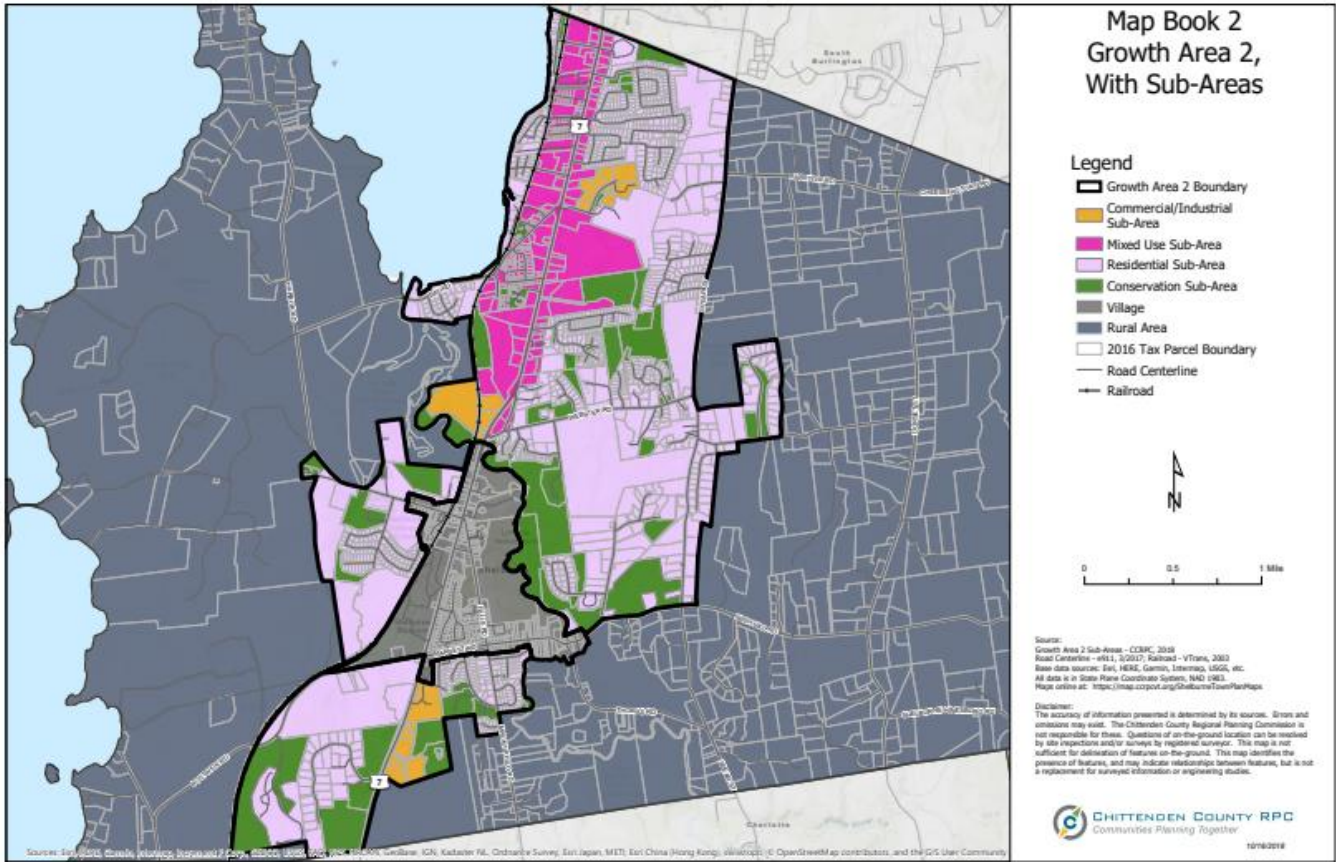


Figure 6 -Shelburne Map Book 2 - Planning Sub-Areas

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)

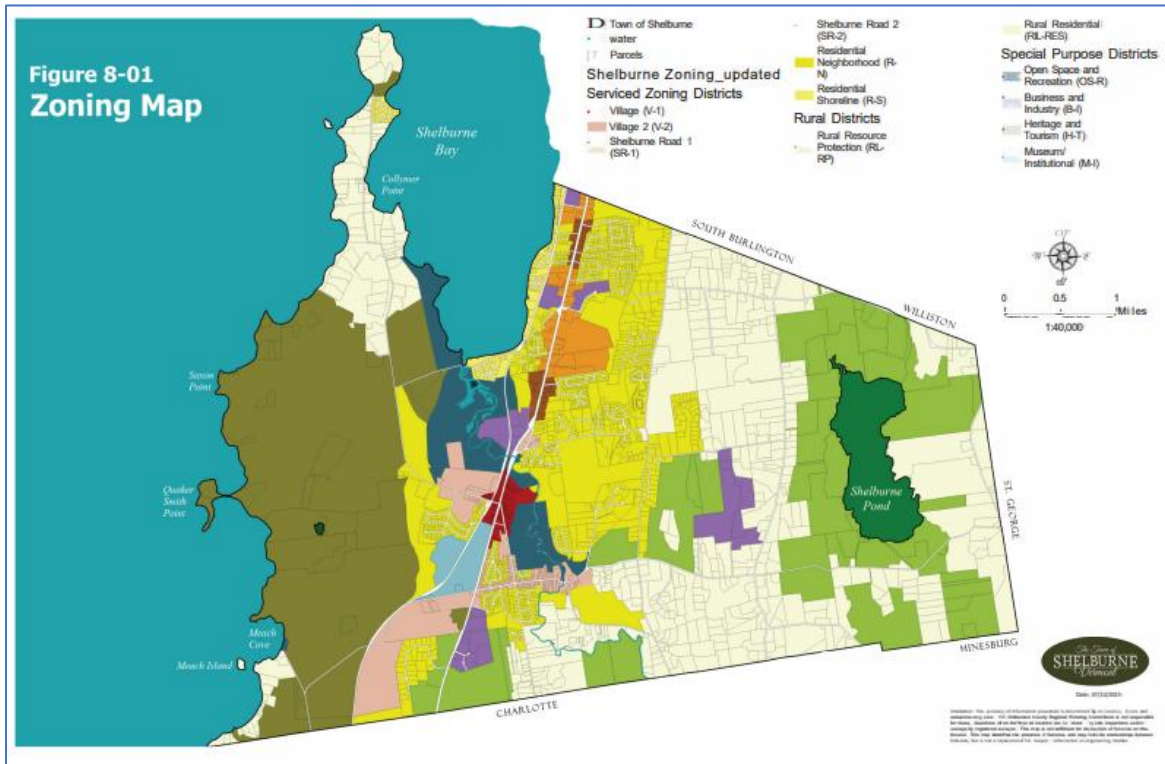


Figure 7 - Shelburne Zoning Map

- 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.

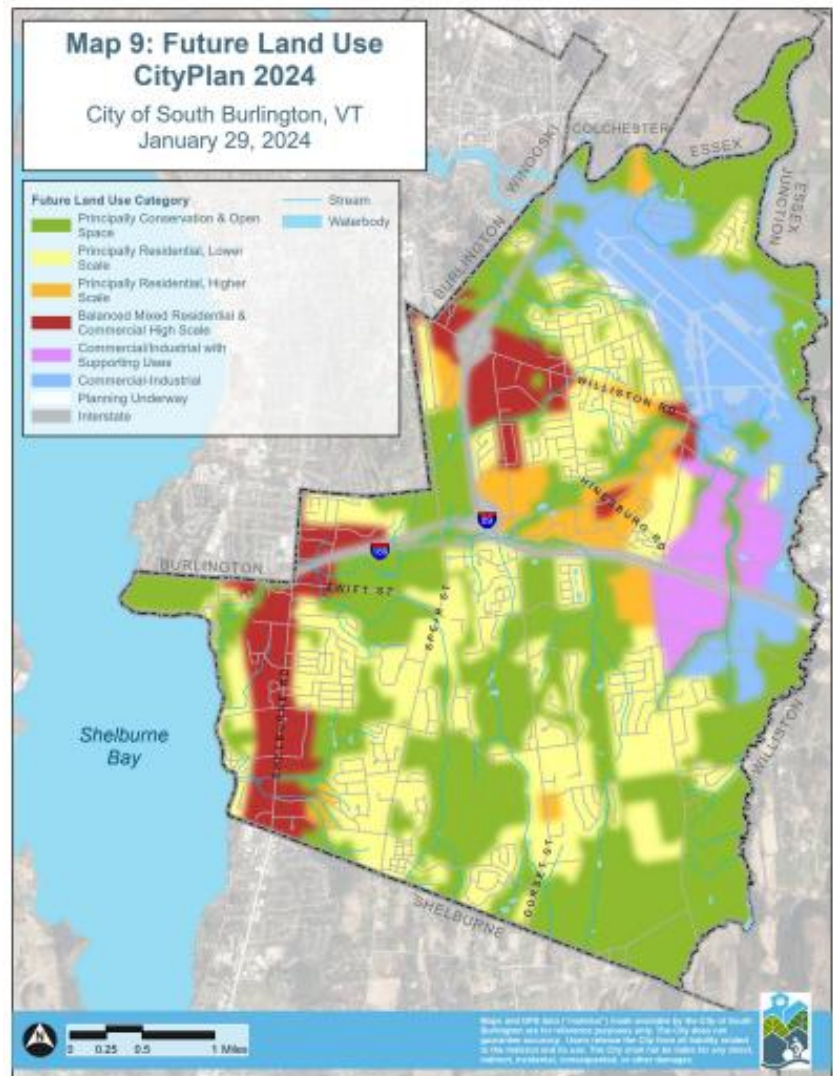


Figure 8 - South Burlington Future Land Use Map

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).

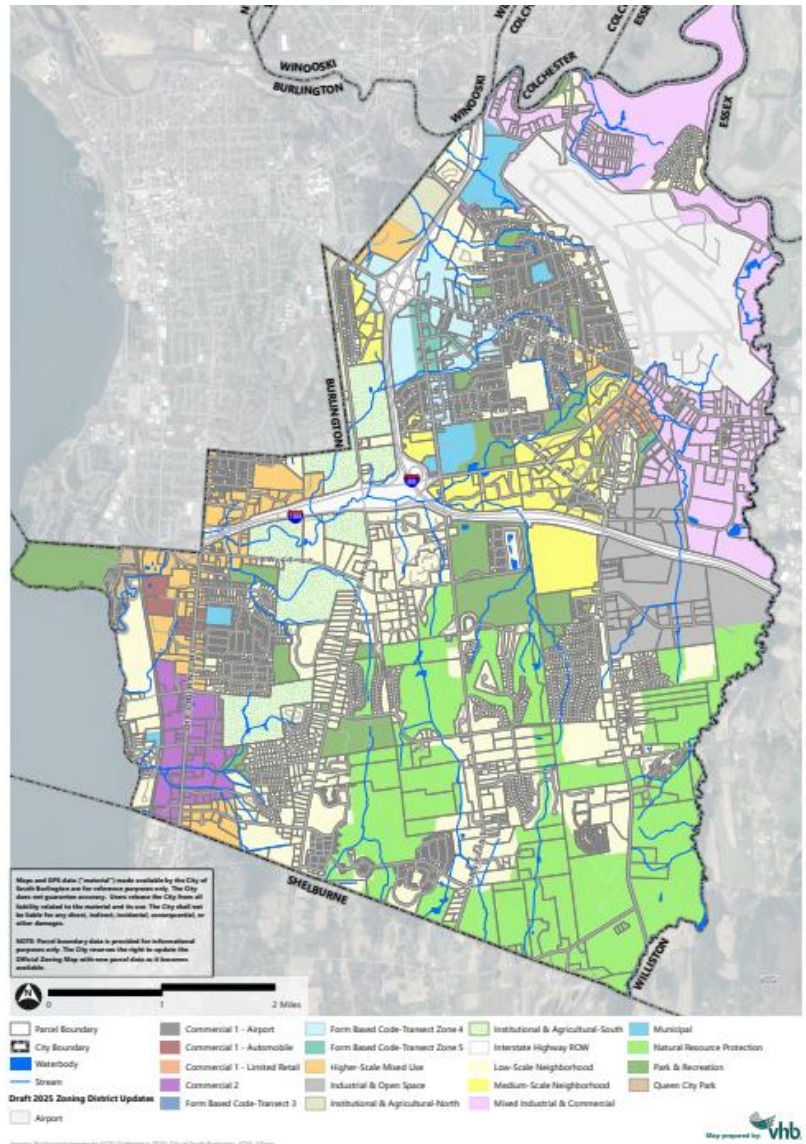


Figure 9 - South Burlington Zoning Map

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.

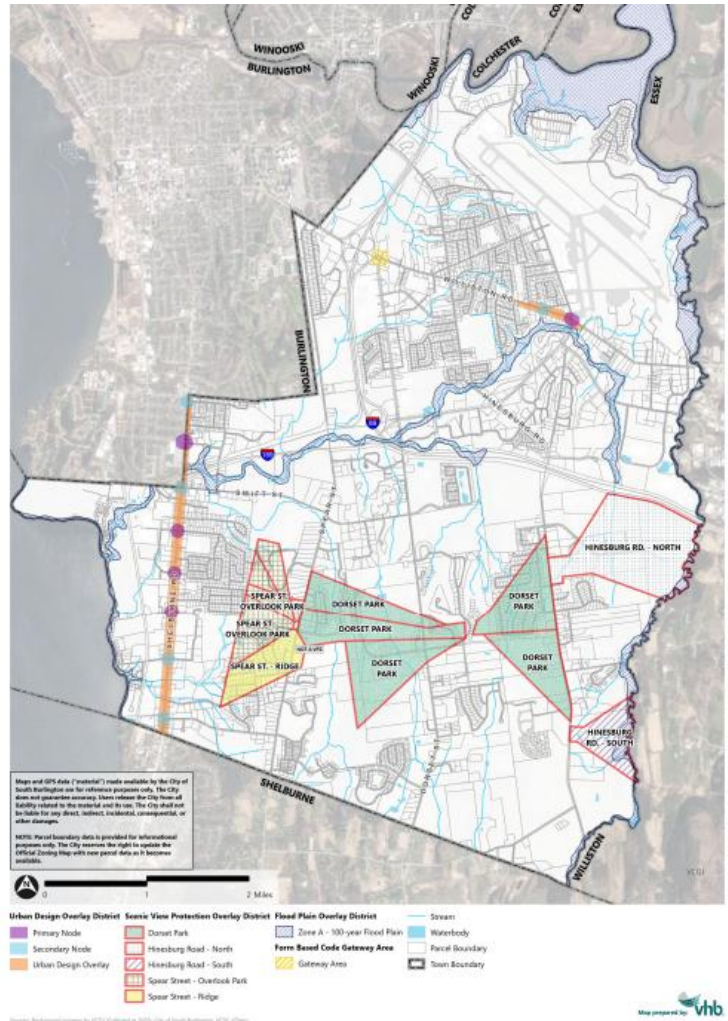


Figure 10 - South Burlington Urban Design Overlay Map

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](#).

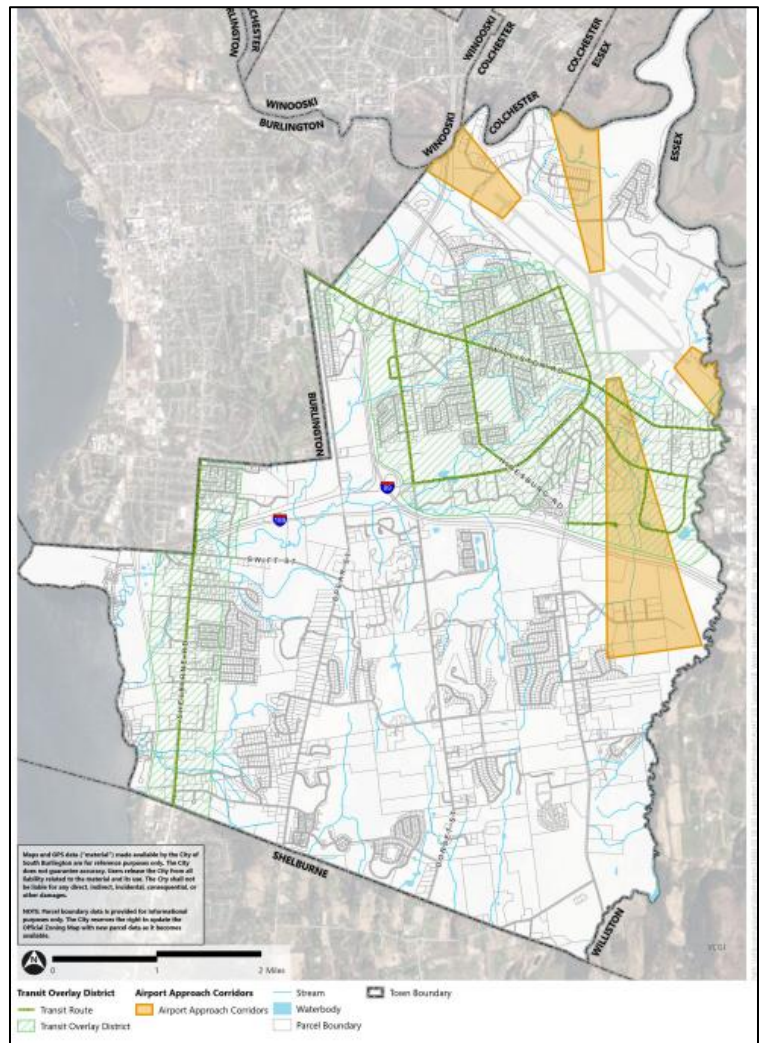


Figure 11 - South Burlington Transit Overlay Map

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.

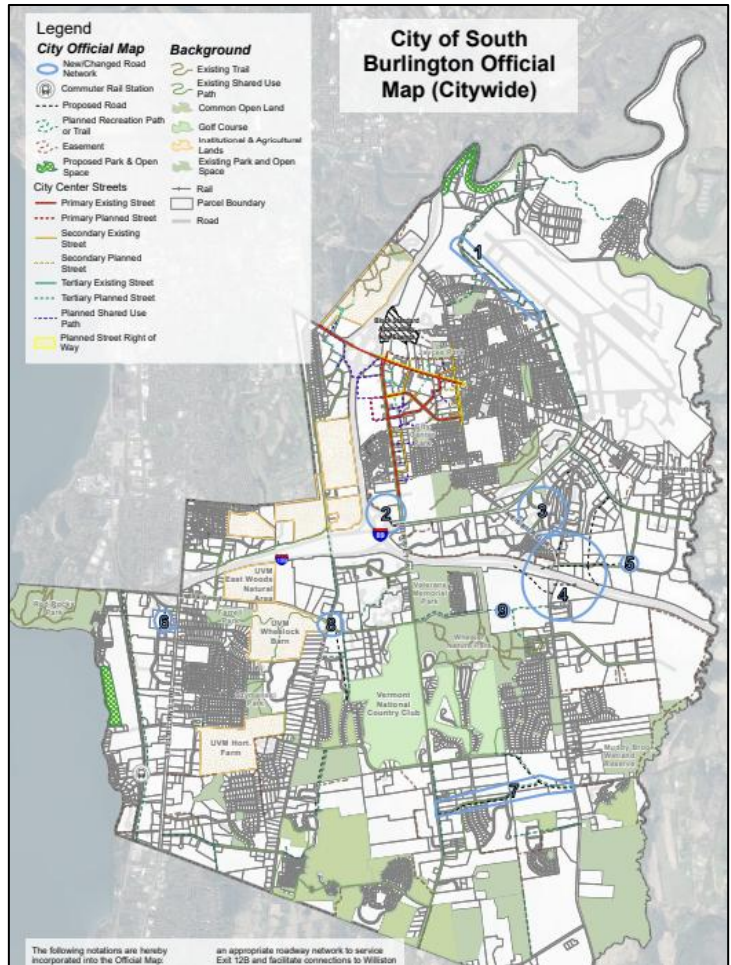


Figure 12 - South Burlington Official Map

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.

Total, All Industries - Total Covered Employment - 2024		
Area	Establishments	Average Employment
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.

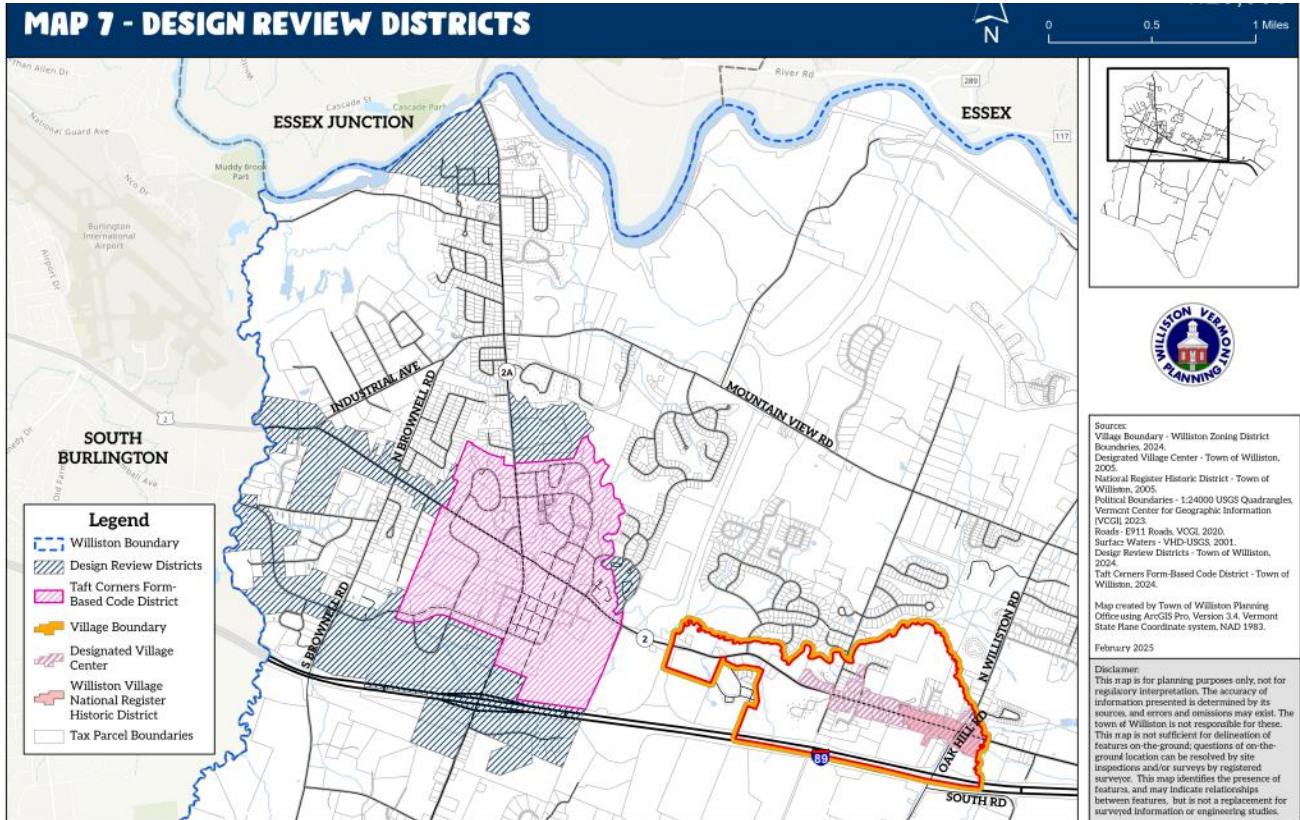


Figure 15 - Williston Design Review Districts

- 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.

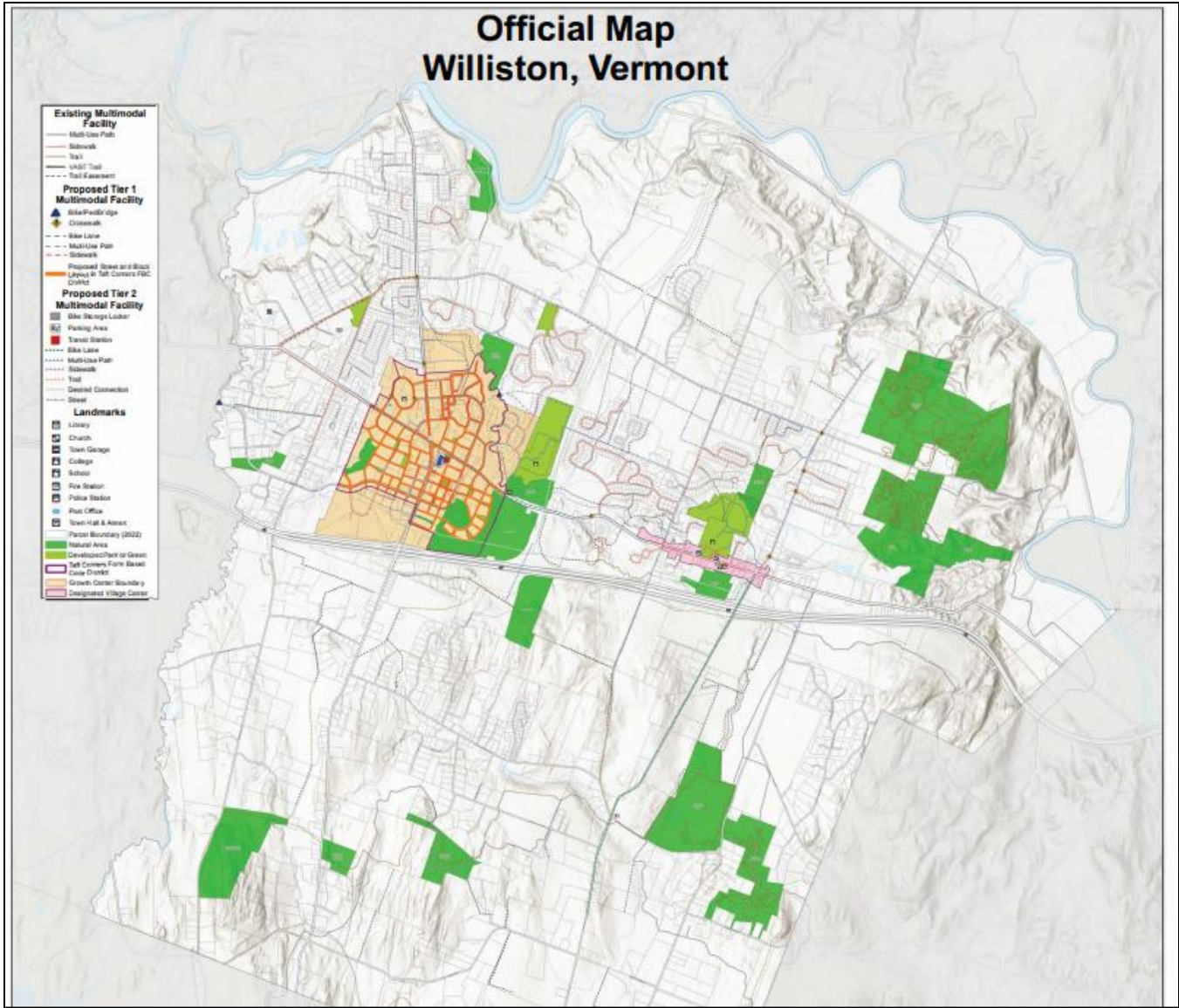


Figure 16 - Williston Official Map



MEMORANDUM

To: Sarah Hadd, Land Use Review Board
From: Taylor Newton, Planning Program Director
Date: March 5, 2026
Re: Preapplication Review Questions – Supplemental Information

Our staff greatly appreciates the guidance provided by the Land Use Review Board (LURB) at our meeting on Monday, March 2, 2026. Our staff is feeling more confident about how we can work with our municipalities to finalize future land use (FLU) map edits.

At the meeting, CCRPC and the LURB reviewed supplemental information submitted by CCRPC to support mapping the Williston Road area (east of Kennedy Drive) in South Burlington as Planned Growth Area (PGA). This included discussing the City Plan, regulations, infrastructure, and employment in the City. It also included a discussion about the statutory description of PGA and the conformance with this area with PGA criterion (v) (see [24 V.S.A. §4348a\(a\)\(12\)\(B\)](#)). Specifically:

- Does this area constitute “high-density existing settlement and future growth areas with high concentrations of population, housing, and employment in each region and town, as appropriate?”
- Does this area meet the following criterion: “The municipal plan indicates that this area is intended for higher-density residential and mixed-use development.”

CCRPC has taken an expansive view of PGAs. Within the broader context of the City of South Burlington’s PGA, there is a high concentration of population, housing, and employment, even if the specific subject area along Williston Road and Kimball Avenue are in the City’s Commercial-Industrial, or Commercial/Industrial with Supporting Uses future land use areas, and housing is not planned for this area. However, nearby housing is walkable and directly connected to the subject area via bike/ped infrastructure and public transit, and there are a high concentration of jobs.

LURB members recommended on March 2, 2026 that CCRPC staff work with the City of South Burlington to provide more “granular” information to the LURB about the area to potentially differentiate between those areas meeting PGA criteria and those areas that are more appropriate as Enterprise Areas. It has proven difficult. Dividing this area into part PGA and part Enterprise is not an accurate reflection of municipal planning and regulation.

CCRPC has worked with City of South Burlington to develop two concepts for consideration:

- **Scenario 1 – Planned Growth Area (PGA)** – The area would remain PGA as submitted to the LURB during pre-application. This approach only works if the area can be approved by the LURB upon final application.
- **Scenario 2 – Enterprise Area with PGA Islands** – The area would be mapped as Enterprise Area except for two places where the City is planning for Low-Scale Residential along Milham Court and Shunpike Road. These areas would remain PGA to reflect municipal planning, infrastructure access, and walk/bike connectivity.

CCRPC and the City also considered mapping the entire area Enterprise, but this did not seem appropriate given that the City has, and is planning to maintain, two residential neighborhoods in this area.

Other Considerations:

- **Accommodations** – South Burlington now allows temporary accommodations (think extended stay hotel) in the Commercial-Industrial Zoning District (which is most of the subject area), up to 60 guest rooms, as an accessory use to General Commercial, Large Use in a structure 50,000 SF GFA or greater (see [“Accommodations” on page 309 and the table of uses on page 315](#)) . Our understanding is that hotel rooms are treated as housing per Act 250 rules (see [definition of “dwelling” on page 8](#)) and past Act 250 decisions (see [Brattleboro Chalet Motor Lodge, Inc., #4C0481-2-EB \(10/17/84\)](#)).
- **Tier 1A** – The City is interested in applying for Tier 1A in the future. If the subject area is mapped as PGA then it is eligible for Tier 1A. Maintaining eligibility is, from CCRPC’s perspective, a positive given anticipated growth in this area over the next 50 years.

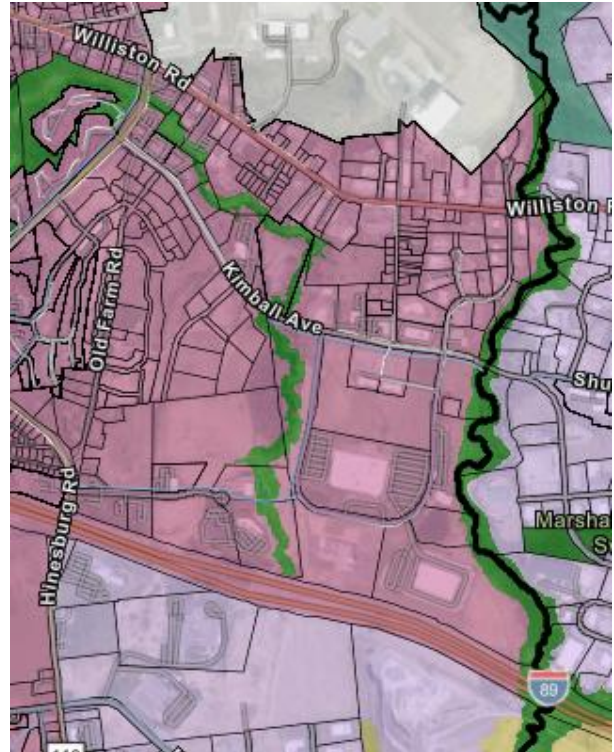


Figure 1 - Scenario 1

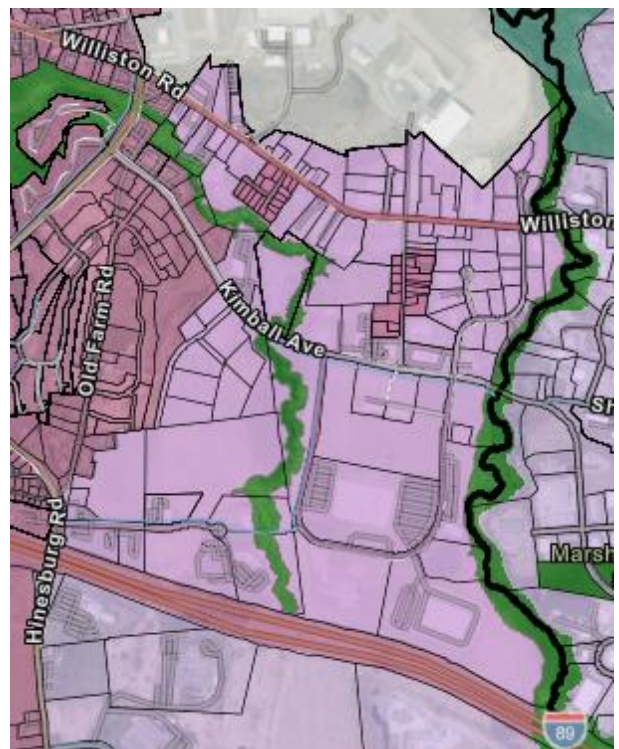


Figure 2 - Scenario 2

CCRPC staff looks forward to meeting with the LURB on Monday, March 9th to continue our discussion about this important part of our region. Specifically, we would like to understand if the LURB would be okay with Scenario 1 (our preference) or will require us to move to Scenario 2?

Information from CCRPC’s February 24, 2026 Memo:

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.

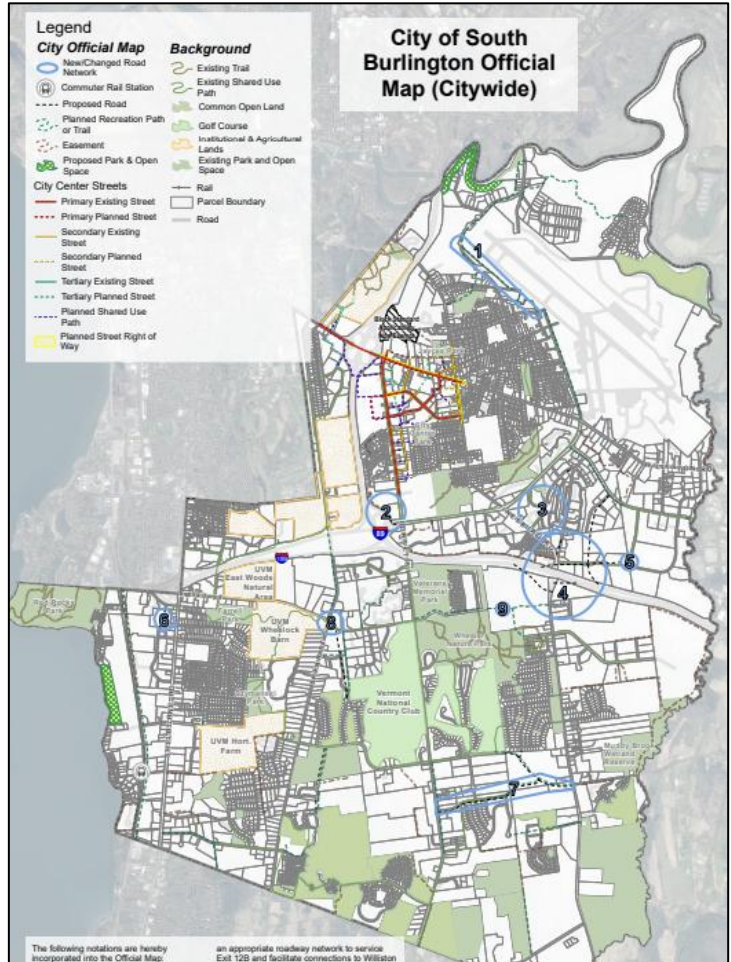


Figure 3 - South Burlington Official Map

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.

Total, All Industries - Total Covered Employment - 2024		
Area	Establishments	Average Employment
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 4 - Total Covered Employment 2024