WE ARE NOT the LAST GENERATION

April 26, 1976

Chittenden County Regional Planning Commission
CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION

PARTICIPATING COMMUNITIES

<table>
<thead>
<tr>
<th>Community</th>
<th>Representative</th>
</tr>
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<tbody>
<tr>
<td>Bolton</td>
<td>Gardiner Lane</td>
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<td>Burlington</td>
<td>Margaret Garland</td>
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<td>Donna Wark</td>
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<td>Richard Preble</td>
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<td>William Duff, II</td>
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<td>Harold Meeks</td>
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<tr>
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<td>Leonard Duffy</td>
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<td>Huntington</td>
<td>Ottar Indridason</td>
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<td>Jericho</td>
<td>Gary Marshall</td>
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<td>Milton</td>
<td>Thomas Curran</td>
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<td>Richmond</td>
<td>Heath Riggs</td>
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<td>Armand Beliveau</td>
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<td>Stanley Wilbur</td>
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<td>Wendall Metcalf</td>
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<tr>
<td>Williston</td>
<td>Stephen Knight</td>
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<td>Norman Picard</td>
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<td>Engineering</td>
<td>Donald Hamlin</td>
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<td>-- Building</td>
<td>William Kellner</td>
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<td>-- Environmental</td>
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The preparation of this report was financially aided through contributions of eighteen communities in Chittenden County and through a federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended, and through a grant from the Agency of Development and Community Affairs.
RESOLUTION # 1
CONCERNING PROPOSED REGIONAL PLAN

WHEREAS, the CCRPC has developed a proposed Regional Plan entitled, WE ARE NOT THE LAST GENERATION; and

WHEREAS, the Commission considers said proposed Regional Plan, when adopted, a guideline for the future coordinated, efficient and economic development of this Region; and

WHEREAS, questions have been raised by local elected and appointed officials and the general public relating to the regulatory aspects of the Plan under criteria 10 of Act 250; and

WHEREAS, said criteria reads as follows: "(10) Is in conformance with any duly adopted local or regional plan or capital program under Chapter 117 of Title 24."; and

WHEREAS, each of the eighteen communities of this Region has a duly adopted local plan; and

WHEREAS, this Commission has requested an opinion of the Attorney General of the State of Vermont in this matter, said opinion is yet to be received; and

WHEREAS, it is the intention of this Commission to regard its Plan as statements of policy supportive of and supplemental to duly adopted local plans; and

WHEREAS, the Commission finds that it is in the best interests to formally clarify its position in this matter at this time.

NOW, THEREFORE, BE IT RESOLVED by the CCRPC that:

1) When the proposed Regional Plan, WE ARE NOT THE LAST GENERATION, is adopted by this Commission, it shall be considered by local, State and Federal officials and the general public as a guideline for the future coordinated, efficient and economic development of this Region and shall not be considered a regulatory document.

2) When the proposed Regional Plan, WE ARE NOT THE LAST GENERATION, is adopted by this Commission, it shall not be used by District Environmental Commission # 4 under criteria (10) unless a proposal for development before that Commission is located within a community that does not have a duly adopted local plan for capital program under Chapter 117 of Title 24.

3) After receipt of the aforementioned opinion from the Attorney General and based thereon, this Commission will submit necessary proposed amendments to the Vermont Legislature through our County delegation to amend Title 10 V.S.A. 6086 (a) (10) to read: "(10) Is in conformance with any duly adopted local plan or capital program under chapter 117 of Title 24. In the absence of the above, is in conformance with any duly adopted regional plan under chapter 117 of Title 24."

Dated this 22nd day of March, 1976.
RESOLUTION # 2
CONCERNING PROPOSED REGIONAL PLAN

WHEREAS, the CCRPC has developed a proposed Regional Plan entitled, WE ARE NOT THE LAST GENERATION; and

WHEREAS, said proposed Plan currently contains nine sections and an Appendix, including Introduction, History, Population, Housing, Recreation and Open Space, Economics, Transportation, Land Use and Implementation; and

WHEREAS, questions have been raised and suggestions made by local elected and appointed officials and the general public for more study on two elements of the Implementation Section, to wit, the proposed Chittenden Regional Council and the Tax Base Sharing recommendations, and also further development of the farm, forest, conservation and homestead open land tax proposal; and

WHEREAS, this Commission considers inter-local communication and important need in Chittenden County; and

WHEREAS, this Commission respects the advice rendered to it by local elected and appointed officials and the general public; and

WHEREAS, this Commission finds that it is in the best interests to proceed with the proposed Regional Plan adoption process without the Implementation Section at this time.

NOW, THEREFORE, BE IT RESOLVED by the CCRPC that:

1) When the proposed Regional Plan, WE ARE NOT THE LAST GENERATION, is initially adopted by this Commission, it shall contain eight sections including Introduction, History, Population, Housing, Recreation and Open Space, Economics, Transportation and Land Use.

2) Because the Commission feels strongly the need to improve inter-local communications, it shall work with local elected officials on the development of a forum for inter-local communications.

3) The Commission shall study its tax recommendations and develop more information thereon.

4) Subsequent to 2) and 3) above, the Commission will develop Section 9 "Implementation", hold public meetings and at least one public hearing thereon prior to the adoption of an Implementation Section for the Regional Plan.

Dated this 22nd day of March, 1976.
RESOLUTION # 3
CONCERNING PROPOSED REGIONAL PLAN

WHEREAS, the Chittenden County Regional Planning Commission has developed a proposed Regional Plan entitled, WE ARE NOT THE LAST GENERATION; and

WHEREAS, the Commission has held a duly warned public hearing; and

WHEREAS, the Commission has adopted Resolution #1 and Resolution #2 concerning the proposed Regional Plan dated March 22, 1976; and

WHEREAS, the appropriate subcommittees of this Commission have made recommendations and modifications, changes, and/or additions of the proposed Regional Plan at the March 22, 1976 meeting; and

WHEREAS, the Executive Committee reviewed the proposed modifications, changes, and/or additions and approved same for inclusion within the proposed regional plan; and

WHEREAS, the Executive Committee recommends to the full Commission the adoption of WE ARE NOT THE LAST GENERATION as modified, changed or added to at the April 26, 1976 meeting.

NOW, THEREFORE, BE IT RESOLVED by the CCRPC that:

1) It adopts WE ARE NOT THE LAST GENERATION as the Regional Plan for Chittenden County. Said plan includes the following sections: Introduction, History, Population, Housing, Recreation and Open Space, Economics, Transportation, Land Use, and reserves by title only an Implementation Section. Also included is an Appendix and the following maps:

1) Transportation 11/25/75
2) Proposed Land Use 4/26/76
3) Recreation 12/3/75
4) General Soils Association 1/26/76
5) Generalized Existing Land Use 4/22/76
6) General Topography 12/3/75
7) Unique Physical Features 12/18/75
8) Major Electrical and Natural Gas Systems 1/16/76
9) Existing Sewage Systems 1/27/76
10) Existing Water Systems 11/17/75
11) Community Facilities 12/3/75
12) School Districts

2) It incorporates as part of this Plan, Resolution #1 and #2 concerning proposed Regional Plan dated March 22, 1976 and this Resolution.

Dated this 26th day of April, 1976.
<table>
<thead>
<tr>
<th>Section</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION</td>
<td>1</td>
</tr>
<tr>
<td>HISTORY</td>
<td>1</td>
</tr>
<tr>
<td>POPULATION</td>
<td>14</td>
</tr>
<tr>
<td>HOUSING</td>
<td>23</td>
</tr>
<tr>
<td>RECREATION AND OPEN SPACE</td>
<td>36</td>
</tr>
<tr>
<td>ECONOMICS</td>
<td>46</td>
</tr>
<tr>
<td>TRANSPORTATION</td>
<td>65</td>
</tr>
<tr>
<td>LAND USE</td>
<td>82</td>
</tr>
<tr>
<td>IMPLEMENTATION</td>
<td>112</td>
</tr>
<tr>
<td>APPENDIX</td>
<td>129</td>
</tr>
<tr>
<td>SUBJECT INDEX</td>
<td>241</td>
</tr>
<tr>
<td>Section</td>
<td>Page*</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>TRANSPORTATION</td>
<td>81</td>
</tr>
<tr>
<td>PROPOSED LAND USE</td>
<td>111</td>
</tr>
<tr>
<td>RECREATION</td>
<td>A132</td>
</tr>
<tr>
<td>GENERAL SOIL ASSOCIATIONS</td>
<td>A195</td>
</tr>
<tr>
<td>GENERALIZED EXISTING LAND USE</td>
<td>A196</td>
</tr>
<tr>
<td>GENERAL TOPOGRAPHY</td>
<td>A197</td>
</tr>
<tr>
<td>UNIQUE PHYSICAL FEATURES</td>
<td>A198</td>
</tr>
<tr>
<td>MAJOR ELECTRICAL SYSTEMS</td>
<td>A230</td>
</tr>
<tr>
<td>NATURAL GAS SYSTEMS</td>
<td>A230</td>
</tr>
<tr>
<td>EXISTING SEWERAGE SYSTEMS</td>
<td>A234</td>
</tr>
<tr>
<td>EXISTING WATER SYSTEMS</td>
<td>A237</td>
</tr>
<tr>
<td>COMMUNITY FACILITIES</td>
<td>A239</td>
</tr>
<tr>
<td>SCHOOL DISTRICTS</td>
<td>A240</td>
</tr>
</tbody>
</table>

* Page numbers with a prefix "A" identify pages in the "Appendix."
INTRODUCTION

This document is the Comprehensive Plan for Chittenden Region written and issued by the Chittenden County Regional Planning Commission, which was formed on March 1, 1966 by fourteen municipalities within Chittenden County.

The general purpose of this Comprehensive Plan is to provide guidelines for our eighteen communities and developers for the future coordinated, efficient and economic development of this Region.

This Plan, like local plans, will be continually reviewed and updated as appropriate to reflect the changing needs of the citizens of this Region. There is an unceasing need within this Region for well developed local plans and it is hoped that the guidelines herein presented will assist local communities in their planning process.

Presented in the following pages is the distillation of years of research and study by members and staff of the Chittenden County Regional Planning Commission and numerous citizens for the planned and orderly future growth of our Region. The study presented here is comprised of nine sections (Introduction, History, Population, Housing, Recreation and Open Space, Economics, Transportation, Land Use and Implementation) which, taken together, form the blueprint for a comprehensive planning document for the Region. Each chapter or section refers to statistical and other background materials contained in the Appendix.

Local government has been inundated by the torrent of changes which have occurred since World War II. This change manifests itself in terms of people, their new life styles, and the requirements emanating therefrom.

How did your community function and what did it look like in 1945? In 1975? And how will it be in the future?

One significant change is that we are regional people. We live in one community, work in another, seek health and education in perhaps another, enjoy recreational facilities beyond our community, shop in several communities -- the list is endless.

Therefore, to begin to come to grips with these changes, a regional approach which transcends town and city boundaries can help in dealing with these changes.

The inter-municipal approach which infuses each section of this Comprehensive Plan is not, however, simply a region-wide collective of revenue, resources and services. It suggests a cooperative effort by all the municipalities within the Region to share with equity all the essential services needed for a quality environment for all the people of the Region.
Throughout each section an attempt has been made to keep the human dimension the key element in any proposal. Accordingly, the concept of the growth unit as the basic building block of future growth is used throughout this Plan as the yardstick for any proposed development.

This combination of strong sense of neighborhood which is our inheritance and the increasing need for inter-municipal cooperation for today leads to another key concept, which, taken together with the growth unit, forms the backbone of this Plan. This is the realization that when town boundaries are put aside in order to view the Chittenden area as one whole entity, what emerges is the fact that there are in reality three separate neighborhoods. There is the central business area and its environs (Core) surrounded by smaller communities (Environ I), which in turn are encircled by still more rural communities (Environ II). These planning areas were established because of existing settlement patterns, population, transportation, natural resources and facilities.

There is a clear and compelling call for strong and effective local government! A call for united strength in a regional context. Our area’s future in the absence of unity compares to the future of our Country in those critical times that spurred Madison, Hamilton and others some two hundred years ago in the infancy of our nation, to write the Federalist papers. The time has come to move the discussion from whether regionalism should be adopted to consider the best arrangements for our area. This Plan is presented to assist the citizens of our area with this evolving task.
A

HISTORY OF
CHITTENDEN COUNTY, VERMONT
1973

by

Coralie Magoon

A branch of the Abnakis tribe of Indians were the original occupants of this section of the country previous to settlement by the whites; the entire Lake Champlain drainage area was disputed hunting ground, claimed both by the Algonquin Tribes and the Mohawk, and they frequently conflicted. All the County area was uninhabited and hunting and war parties of Indians frequently passed through it. Primarily, travel through this wilderness was difficult and impractical. Indians, on hunting expeditions and raids, followed the rivers that could be navigated by canoe in getting from the Lake to the Connecticut River. The Abnakis lingered on their rightful soil at the mouth of the Lamoille River and northward, for a long while after the French and English had taken possession and commenced the settlement of the country to the north and south of them. Even after this Indian tribe left the area to winter with the St. Francis tribe on the St. Lawrence River, they still claimed an interest in the soil, and in 1798 sent their delegates to the Legislature of Vermont carrying a petition signed by twenty chiefs representing "the seven nations of lower Canada Indians" in which they claimed all of the land west of the Green Mountains and between Ticonderoga and the provincial line. The petition sought compensation for their lands. Legislators rejected their petition on the grounds that these Indians had revolted from the English and joined the French, and when the country was ceded to the English by right of conquest over the French, the title of these tribes followed the fate of surrender, and that the subsequent surrender of the country by England to the United States vested the property in the State.

It appears evident that the French, before the conquest of Canada, were the first civilized occupants of the Country, and during the period of the French wars, they and their Indian allies made this point one of the chief rendezvous of their hostile excursions against the English settlements in the Connecticut Valley.

The area of New Hampshire became a royal province in 1741 and the first royal governor was Benning Wentworth. One of the outstanding features of the British occupation of America was the diligence with which that nation pursued its projects of colonization. In 1749 Governor Wentworth made his first grant of land within the present limits of the State of Vermont. Most towns granted were supposed to be six miles square and in most grants a tract of 500 acres (accounted as two shares) were set aside for the Governor himself. In many instances provision was made for one share for the Society for the Propagation of the Gospel in Foreign Parts, one share for a glebe for the Church of England, one share for the first settled minister, and one share for the benefit of a school. Governor Wentworth continued granting lands in the State before and after the French and Indian wars, and in 1762 the townships of Charlotte and Hinesburg were granted. On June 7, 1763 Bolton, Burlington, Colchester, Essex, Huntington, Jericho and Williston were granted, with Milton, Shelburne, St. George, Underhill and Westford being granted later that same year. It was not until 1794 that Richmond was formed from parts of the Towns of Huntington, Bolton, Williston and Jericho. South Burlington was established in 1865 when Burlington was incorporated, and in 1922 the City of Winooski was set off from the Town of Colchester.
It appears that Governor Wentworth not only granted lands in what is now Chittenden County to citizens of New Hampshire and Massachusetts, but to several residents of New York City. Among these grantees were a considerable number named Burling and Bogart and many Chittenden County town grants contained these names. The average number of grantees was 64 and a respectable number of the New Hampshire grantees appear to have been actual settlers, although for the most part the grants were sold to land speculators who had no intention of actually settling in the grants, but instead sold the land in "lots" to hardy men and women who would settle in them, often to escape taxes or the oppressive religion of their pastors, as well as the promise of cheap land and riches to be gained.

Meanwhile, the provincial officials of New York were not disposed to permit all of the lands between the Connecticut River and Lake Champlain to be granted by New Hampshire without opposition, especially since profits were to be had through granting of these lands; and they petitioned the King to prevent Wentworth from making any more grants. The King subsequently announced in favor of New York, declaring the west bank of the Connecticut River as the boundary of New Hampshire. By the time this news reached the settlers, 131 towns had been granted by Governor Wentworth.

In 1765 New York's Lieutenant Governor Colden made the first grant in what is now Vermont, and it was followed by further grants. In 1771 Governor Dunmore of New York granted the Town of Deerfield - 35,000 acres - which was a portion of what are now the townships of Burlington, Essex and Williston. Thirty thousand acres granted as the town of Minto were set off in 1771 in and around the present township of Richmond, and mention is made in New York records of the township of Rhineland, which is now the area of the Town of Underhill. A strip of land several miles wide extending along Lake Champlain from Otter Creek to the mouth of the Winooski River was granted to non-commissioned officers and soldiers; however, few settlements were attempted on the New York grants.

The first English occupants who were known to settle in the locality were Ira Allen and Remember Baker. They explored the country along the Winooski River in the fall of 1772 and came to reside the following spring near the lower falls of the Winooski River - there constructing a blockhouse or fort which they christened Fort Frederick, and in which they lived. At the same time, two German-settlers by the names of Logan and Pothier located on Shelburne Point, claiming under New York Titles, but "who had the appearance of peaceable means and on their promise to behave, were suffered to remain undisturbed", according to Ira Allen. During the following year Allen surveyed the Onion River and Lakeshore from the Winooski River to the LaPlatte River.

Many petitions for confirmation of the New Hampshire grants were forwarded to the New York Council by settlers, however, these claims were not recognized by the New York Courts. Consequently, a convention of towns was held at Bennington in 1770 and settlers declared they would resist by force the unjust claims of New York. The Green Mountain Boys were organized and settlers
disregarded the writs of ejectment, threats of execution, and other legal processes which were issued out of Albany, and depended on their own limited means of self defense and courage.

New York persisted in her right of jurisdiction over Vermont and continued to erect new counties and change boundaries of counties even as late as 1788. The Governor of New York pleaded for British troops to trample resistance by the settlers, and being refused, declared open season on the Green Mountain Boys in an ultimatum known as the "Bloody Act", which stipulated if any of the Boys were caught, they were to be executed on the spot. In retaliation, a convention in Manchester, Vermont passed a resolution defending the "Boys", forbade any man to hold office under New York authority, and declared Yorkers to be public enemies.

By the commencement of the Revolution in 1775, about forty families had settled upon the lakeshore and along the Winooski River, including the family of Mr. Brown, who settled on Brown's River in Jericho. At the defeat and fall of General Montgomery at Quebec and the return of the American forces under General Sullivan from Canada in the spring of 1776, all settlers except Brown left their possessions and fled south among their friends for security. Brown and his family were subsequently taken by a party of Indians and carried into captivity.

On January 16, 1777 a convention of delegates chosen by the settlers was held in Windsor and the territory was declared a free and independent state. On June 7th of that year a convention in Windsor reaffirmed the declaration of independence of the State and changed the name from New Connecticut to Vermont. A separate state government was initiated; the new legislative body divided the State into two counties - Bennington on the west and Cumberland on the east, both extending from Massachusetts to Canada; and in 1778 Thomas Chittenden was elected Vermont's first Governor, which post he held for 19 years.

The inhabitants of Otter Creek, the lakeshore, and Onion River united in applying for a new county at the October session of the Legislature in 1780. The bill was finally passed in December 1781 naming the new county, Rutland. The shire town was Tinmouth, and the county boundaries extended to the Canadian line. On the return to peace in 1783, Stephen Lawrence was the first settler to return with his family and during that same year most of the former settlers returned to their farms, bringing with them many new settlers. The population of this county continued to increase rapidly, especially along the streams and borders of the lake until by 1791 when Vermont adopted the Constitution of the United States and was accepted into the Union, the population within the present limits of the County was 3875, with Charlotte having 635, Williston 471, Hinesburg 454, Shelburne 389, Jericho 381, Essex 354 and Burlington 332. The number of persons to the square mile was 7-1/2; the listed ratable property in the County was $50,675 - or about $13.00 to each person; and census
returns showed sixteen slaves, which was the only and last State census that testified to that humiliating fact.

The extensive County of Rutland continued until October 1785, and during this time large quantities of land were sold at public sale for collection of taxes, thereby many titles in the County of Chittenden are now held under those sales. In October 1785, the Legislature dismembered the County of Rutland of most of its territory and incorporated a new county by the name of Addison. This County extended north to the Province of Quebec, included all lands west of the mountains, and was bordered on the west by Lake Champlain. Addison and Colchester were made half shires and courts were held on the first Tuesday of March and second Tuesday of November. Ira Allen of Colchester was named an assistant judge and Noah Chittenden of Jericho was made sheriff. The first county court held within the limits of Chittenden County was at the home of Captain Thomas Butterfield in Colchester in 1786.

However, the connection with the County of Addison only continued for a term of two years, for before another court was ever held in the territory of Chittenden County, the County of Chittenden was set off from Addison and incorporated into a distinct county on October 22, 1787. It then included all territory between the northern lines of Ferrisburg, Monkton, Bristol, Lincoln and Warren and the Province of Quebec; was bounded on the west by the west line of the State, and on the east by the western lines of Northfield, Berlin, Montpelier, Calais, Woodbury, Hardwick and Greensborough - from there in a more direct course on town lines to the northern border of the State. The same act provided that the superior court be held on the first Tuesday of August and county courts on the last Tuesday of February and second Tuesday of November annually, in the shire town, Colchester. An act of Legislature passed October 27, 1790 moved the courts from Colchester to Burlington.

The University of Vermont was established by the General Assembly in 1791 subsequent to the offer of 2000 pounds for that purpose from Elijah Paine of Williamstown in 1785, and the offer of 4000 pounds for the same purpose from Ira Allen in 1789. Trustees were to be named by the Governor, who in 1800 appointed them and called them together.

The county of Chittenden grew so much in its business and population that it became its turn to be cut down, and on November 5, 1792 a new county on the north was incorporated by the name of Franklin. The County of Chittenden still contained territory to the east and south over and above the present boundaries.

Then on October 20, 1794, Starksborough was annexed to Addison County; on November 9, 1802 the County of Grand Isle was incorporated, thereby losing Grand Isle and South Hero to the County; and in addition, the County of Jefferson (now Washington) was incorporated on November 1, 1810 and the towns of Mansfield, Stowe, Waterbury, Duxbury, Fayston, Waitsfield, Moretown, Middlesex
and Worcester were taken from Chittenden County. Later, in 1839 the western portion of the town of Mansfield was annexed to the Town of Underhill. These acts thereby outlined the extent of the County as it exists today, containing a land area of about 520 square miles.

Life at the turn of the century (1800) was thriving, to say the least. County population had reached 9395. Even though the only roads were the military roads and one built by Ira Allen in 1772 from Castleton to Colchester, towns were joined by a web of blazed trails which often followed old Indian paths and settlers traveled from town to town on horseback or walked. Then in 1798 an act was passed allowing a stage to be run into Burlington from southern Vermont. In 1806 an act allowed the construction of a toll bridge over the Onion River between Williston and Essex. In 1814 a regular four-horse stagecoach was put on the line between Burlington and Boston. There had been and continued to be an influx of new settlers. The population by 1810 had reached 14,646 persons, or a growth of 5,251 persons in ten years.

Forests were felled to provide lumber for homes, schools and meetinghouses; and other forests were set afire to clear the land for farming. Numerous saw mills (sometimes a dozen in a town), grist mills, and manufactories of various kinds were erected on the streams which empty into the Winooski and Lamoille Rivers, as well as these two rivers themselves. Wood was put to every use: for making carriages, houses, plank roads, tools, and a thousand other items. Principal exports from the County in 1800-1804 were potash and pearl ashes, pork, beef, wheat flour, grain, butter, cheese, lumber and horses.

Wheat growing became increasingly popular on the flowing level lands in Williston, South Burlington, Shelburne and Charlotte and the agricultural interests of the County made it a highly prosperous business and gave employment to many. However, in time the once rich land "wore out". A series of disasters over a period of short years - destruction of crops by the "Hessian fly" and the wheat weevil - plus the opening of great wheatfields in the west eventually ruined the wheat market for the County.

During this time the issues of Federalism and Anti-Federalism kept politics agitated. Men of distinction belonged to each of the political parties in the County and battled against each other with great hostility so as to get the people of the County greatly worked up. Then, when war was declared on June 18, 1812 with England, a Federal party convention was called at Williston at which the participants denounced the administration and passed a series of resolutions declaring that the appeal to bear arms was not deemed in the interest nor to the honor of the United States and was not undertaken to obtain justice from Great Britain, but to aid the case of the tyrant, Napoleon Bonaparte. Even though the two political parties were arrayed in mortal hostility, the spirit of patriotism and devotion to the Union burned with furor so that when the hour of trial came and the British fleet moved out of Canada to Plattsburgh to crush our defenses, the people of Chittenden County volunteered their services to repel the common enemy. With such weapons as they had, they and their New York friends defended
the banks of the Saranac River against the intruders. At one time during the progress of the war, the University of Vermont buildings were turned into barracks for the accommodation of the troops. (The University had only recently opened its doors to its first class in 1800). A flotilla lay in the Lake under the command of Commodore MacDonough, and in 1814 when the British offered him battle, they were soundly defeated with the loss of the British commander and most of his fleet. The attack on the fleet coincided with an attack by 14,000 English land forces, but those forces were held in check by the muskets of the Vermonters fighting shoulder to shoulder.

Political feelings continued to run high, and with the appearance in 1829 in Vermont politics of Anti-Masonry, to add to the issues of temperance and anti-slavery, the political mood was indeed radical and over-zealous. In 1802 the Legislature of the State held its session at Burlington, and "besides a quarrel in the House of Representatives over the speech of the Governor, which occurrence was quite frequent in those days, but little business of importance was transacted..."

Then, in 1817, with the construction of the Champlain Canal and the opening of the Erie Canal, a direct communication was made between the Hudson River and Lake Champlain which marked the beginning of the decline of trade with Canada, and flourishing trade with New York and southern markets. In 1808 the second commercial steamship in the world, the "Vermont", was launched on Lake Champlain at Burlington. Owing to the proximity of the County to the broadest portion of the Lake, it had better advantages over the commerce and navigation of the Lake than any other portion of the State. The harbor of Burlington was the natural stopping place of the steamer and other craft and produce was shipped and merchandise returned to its busy wharves. The excellent building stone, slate, marble, water lime or hydraulic cement, and carbonate of lime became very extensive articles of trade. The red sandstone along the Lake became one of the most durable and safe building materials known. The County was found to contain "inexhaustible deposits of white and variegated marble", and evidence of roofing slate.

During the years 1790 to 1814 thirty ships were built and launched at Burlington and as a result, the years 1815 to 1845 were the "golden age" of steam and sailing craft on Lake Champlain, and years of busy commerce through the main harbor at Burlington. Vast amounts of lumber were waterborne on Lake Champlain on the way to Canada and New York. Burlington developed as a center of the lumbering industry, the third largest lumber port in the world in the 1880's, with 150 million board feet shipped from her docks annually.

In the mid 1800's and on, the tourist business was undertaken with great stress and resort hotels were built, health springs were taken advantage of with hotels built adjacent to them, and many hotels were built along the Lakeshore to attract the tourists.
Many town industries were stimulated by Thomas Jefferson's Embargo Act of 1807 which attempted to limit trade with foreign countries, so that before 1850 the towns were almost entirely self-sufficient little hamlets buzzing with manufacturing. Ingenious settlers made and invented or improved upon nearly every conceivable thing - horse rakes, plows, steam engines, machine tools, saws, guns, wagons, railroad cars, water pumps, carpenter's tools, paints, music boxes, hat racks, feather dusters, pipe organs, mop wringers, whiskey, furniture, patent medicines, steamboats, and baby carriages. However, the area never grew able to compete with the rest of the northeast industrially in the demands for mass-produced products.

In October 1843, an act provided for the incorporation of the Vermont Central Railroad Company to construct a track from some point on the eastern shore of Lake Champlain, up the valley of the Onion River, to a point on the Connecticut River. Other railroads to come later were the Champlain and Connecticut River Railroad Company in 1843 and the Vermont and Canada Railroad Company in 1845, so that two railroad lines passed through the County from the north to south parallel with the Lake, and from east to west along the Winooski River. The State's first electric railway began to run between Burlington and Winooski in 1893. Numerous depots and points of trade and exchange were established at convenient stations along the railroad lines where purchasers from Boston, New York and Montreal markets posted themselves to buy up the products of the County - beef, pork, butter, cheese, poultry, wheat, rye, corn, live hogs, horses; cattle, sheep, timber, and lumber, and other items of lesser importance. Trains passed through, and stopped, at nearly every "brief pause" in the landscape and played a vital and long role in the County's social and political life, spurring new industry and commerce, so that by 1900 there were less than one hundred towns in the whole state without a railroad depot. Thus, also the advance in value of real estate in the County so that by 1860 with a population of 28,171, the ratable property in the County was established at $7,845,941, or $278 per person, with the number of persons to the square mile at 54.2. Population of Burlington alone in 1860 was 7,713.

At the time that the railroads were advancing the standard of living in the County, so too were they aiding the migration out of it. The County had become a fertile land of inventors, but they were mostly farmers, carpenters, storekeepers and machinists, and not business wizards. The factories of New England, the lure of the West, shifts in agriculture, and the Civil War, all produced an emigration problem, especially since it was the youth that left. It was a gradual process, but was greatest during the period 1810 to 1900. As an instance, the County population figures showed 865 persons less in 1860 (28,171) than were citizens in 1850 (29,054). Over all, though, the total County population increased from 14,646 in 1810 to 28,171 in 1860, to 39,600 by 1900.

In 1861 when the War of the Rebellion was initiated with the opening
of hostilities at Fort Sumter, Vermont, in effect, declared war on the Confederacy before the American Congress by immediately offering troops to President Lincoln. The citizens of Chittenden County flew to the call of their country. People assembled in every section of the County and proceeded to make preparations to give their aid and support. In ten days a company of volunteers was raised, organized, equipped, mustered into service, and was on its way to its destination. No state in the Union earned a more brilliant record of heroism and self-sacrifice than did Vermont. Burlington alone contributed more than 600 soldiers to the war, and all of Chittenden County was particularly prompt and patriotic.

The Morrill Act of 1862 set aside a portion of public lands on behalf of agricultural colleges in each state, and in 1865 the Vermont Agricultural College was established and was consolidated the following year with the University of Vermont. Federal grants began in 1888 to assist in maintenance of State Agricultural Experiment Stations, and the Farm Extension Service began in 1911, which was most effective in reaching and helping the farmers.

However, this "back-to-the-land" movement in the early 1900's brought meager results. At the same time that the railroads had opened up the new markets for produce and dairy products in southern New England, it had opened up the great expanding midwest, and over the rails came a rising torrent of western produce. The hilly country, brief growing season and long winters were drawbacks and as a result local farmers could not compete in the raising of grains and foodstuffs with the level, fertile fields of the Ohio country or of central New York. By 1900 the sheep population had decreased to one-fifth its number at 1850 because of the competition from cheaper western wool. So farmers turned to dairying and produced cheese and butter for shipment to the cities. However, the competition from the big midwestern producers again took over this market so that County farmers turned to shipping fluid milk to the metropolitan markets of southern New England and New York.

Rails also carried more and more Vermonters west, thus accelerating the drain of population. Those who went were predominantly the youth, who were needed to maintain the vitality of rural life in Chittenden County. Back country farms became uneconomical and by 1900 when population reached 39,600 in the County, 13% of these people were not native born and 21% of the population was age 50 or over. Those left behind were less fitted and less inclined to make the radical re-adjustments necessary to keep the economy healthy.

After 1900 with the beginning of road improvements, rural free delivery service was further extended. This brought newspapers and market conditions to the people. Also at this time came the telephone, and by 1930 61% of the farmers had telephones. The first broadcasting station in the County was set up in 1920 with the coming of electricity. Automobiles brought people closer
together and broke the last bonds which chained the farmers to rural isolation and opened up urban markets to the farmers' potatoes, maple syrup, fruits and vegetables, and made higher schools of learning available to the rural youth.

But now, instead of making the things they needed, both rural and urban families turned to commercial ready-made products, made available by improved transportation. This destroyed the market for vital industries, which had provided supplementary employment for the farmer, and thus semi-rural towns and villages became tributary to the industries of the cities. Numbers of farms in the County decreased by 11.1% from 1910 to 1920, however, some of this decrease was absorbed by a trend of farms becoming larger.

As the great plains filled up, the tide of emigrants turned toward the cities and by 1900 the tide of immigration from east to west was reversed and grandsons of pioneers who went from Chittenden County to tame the land of the west descended on the factories of Winooski and Burlington and elsewhere in the East. The branch plants of the American Woolen Company in Burlington and Winooski (Champlain Mills) dated back to the early 1800's, however, the great expansion of these mills was largely a development of the early 1900's.

By 1909 Burlington ranked as one of the three principal manufacturing cities of the State with 82 manufacturing establishments employing 2361 wage earners, and a value of products of $6,800,000.

In 1914 when war was declared, the majority of the citizens were ready to go to the aid of the allies before the country actually declared war. The mills of Burlington and Winooski supplied large amounts of cloths for the use of the troops. During the war years of 1914 to 1919, manufacturing establishments in the County increased by 1.1%; persons employed increased by 4.5%; salaried employees increased by 30.9%; wage earners increased by 2.5%; and value of products in the County increased by 112.9%. During 1917 and 1918 Henry T. Mayo of Burlington distinguished himself as Commander-in-Chief of the United States Navy in the Atlantic.

By 1922 Burlington was the greatest manufacturing center of the State with electrical equipment, brush and broom fibers, maple syrup blends, a variety of small implements, fine printing work, and furniture and clothing being made here. As the first growth of timber thinned, lumber began to stream up the Lake from Canada to Burlington for its woodworking businesses.

By 1910 the restoration of Vermont's woodlands became overseen by scientific reforestation by forest commissioners, and uncultivated lands newly planted with trees were exempted from taxation for ten years. By 1920 Christmas trees became an important product of the County. Sugaring was important, and apples were grown around Lake Champlain from Milton to Charlotte and became important products in the 1930's and 1940's.

Winooski became noted for its woolens, worsteds, blankets, and wire screens.
In the 1920's and 1930's the dominating character of industry in the County was its "family" continuity. This resulted in a closer relationship of employer and employee than in mass production industries in other areas, thereby allowing a minimum of industrial strife.

By 1929, thirty-three percent of the State's population lived in towns of 4000 or more. The number of persons employed by industry in the County totaled 4539 - or about ten percent of the County's total population. Burlington's population had expanded to 27,000, and Winooski boasted 5932 citizens. Principal products of the County included wool, cotton, lumber products, iron and steel, foods, printing and publishing works. The wool textile industry employed the highest numbers of workers (1700) with lumber products second (1050). The principal industrial centers were Burlington, Winooski, Richmond, Huntington and Essex. The lumber industry produced screens, woodenwares, cabinets, venetian blinds, refrigerators, spools and bobbins, broom handles, interior wood finishes, and sawed and dressed lumber. Iron and steel products included portable baking ovens, can openers, structural steel, foundry work and maple sugaring utensils. Bricks were produced at the extensive brickyard in Essex Junction and lime was manufactured in Winooski.

November 2, 3, and 4 of 1927 will long be remembered in the minds of many Vermonters, for those were the days the rains never stopped. Rains continued uninterrupted for 39 hours and total precipitation at Burlington during the period was 5.62 inches. Rivers and streams rampaged. A report of the Governor's Flood Survey Committee indicated that, aside from damages to roads, streets, railroads, and electric rights-of-way, industrial losses in the County alone totaled $1,223,000. The destroyed and damaged costs to dwellings, contents, stores and stocks in the County totaled $161,850. Richmond suffered the highest cost damage, reporting $74,200 in losses, Milton suffered $45,000 in losses, Burlington lost one life and suffered $23,450 in damages, Winooski reported $16,200 damages, Essex Junction $500, and Bolton paid the highest price with loss of 19 lives and $2,500 in property damages. In all, the State lost 62 citizens in the flood, and Chittenden County suffered more than its fair share.

In the wake of the flood, citizens of the country were struck hard by the depression in the early 1930's. Many idled workers found employment for the government in the Civilian Conservation Corps and accomplished many needed improvements in the County's highways and in areas of conservation.

Soon after America entered World War II in 1941, the American Woolen Company mills of Burlington and Winooski again flourished and employees during the war period averaged 2800 people. These were the only mills in the State which produced both woolens and worsteds. In 1940 a branch plant of the Bell Aircraft Company located in Burlington, bringing jobs for many. Low overhead, reliable work force, as well as the intangible appeal of the State were important factors in the trend of major national companies locating branch plants in Vermont. The shipyards at Shelburne built more than twenty boats for use by the United States Navy during the war period, and the demand for the local farmers' dairy products and fruits and vegetables placed importance on the farmers' part in the health of the economy.
Burlington had boasted of having a first class airport (with hangar) in 1930, however, there were no established airlines in the County. By 1950 regular service had been instituted by two major air carriers connecting the County with New York and Boston. This, coupled with better surface transportation in the way of improvements in highways in the State, led to increased trade with markets far removed from Chittenden County. At 1950 total employment in the County had reached 22,412, with manufacturing supplying 25% of those jobs (with textiles still the highest employer). Commerce and trade supplied 21% of the jobs, service industries supplied 24%, while agriculture and forestry businesses supplied only 10%.

During the Korean War in the early 1950's, the County experienced the highest factory employment to that date. However, by 1955 a substantial labor surplus occurred because of the cutbacks in defense production and because the County depended heavily on the declining textile industry for a large share of its manufacturing jobs. The textile industry's employment dropped from 2000 in 1951 to less than 200 in 1958, with a complete shutdown of the industry in 1965. Many of the former employees of the mills found full-time employment in the service fields, at the University of Vermont and St. Michaels College and at the hospitals in the area. General Electric Company came to Burlington in 1948 to take over the Bell Aircraft plant, which helped the job market; and International Business Machines Corporation located a branch plant in Essex Junction in 1957, and this firm enjoyed a steady increase in employment over several years.

During the depression period, unionization had made a great headway and by the early 1950's union labor wielded great political and economic influence in Burlington. This industrialization helped change the economic, social and political habits of the people and the shift in the economy to "purchase and sale" from "production for use" caused people to live differently.

In 1955 a change began in the retail commerce of the County as suburban shopping centers and discount houses lured retail sales customers from the central business district of downtown Burlington into outlying communities.

By 1960 employment in the County totaled 25,537 persons with manufacturing supplying 20% of those jobs. (Fabricated metals was then the highest employer.) Commerce and trade supplied 21% of the jobs, service industries accounted for 28%, while agriculture and forestry businesses now supplied only 6%. However, although many farms disappeared, those that remained became larger and more productive.

From 1964 to 1968 the Chittenden County area led the rest of the State in expansion of its labor force. The manufacturing, trade, services and government jobs employed the largest numbers of people. By 1967, after a pronounced increase throughout the 1960's in factory industries, the leading manufacturer was the electrical machinery business, followed by food processing. By 1967 87% of the labor force in Chittenden County was accounted for by the non-agricultural wage and salary workers. Still, at that time, 65% of the total land
area of the County was occupied by farms (open farmland and forest lands) consisting mainly of dairy farms, but with a small scattering of poultry, vegetable and multi-products farms. The improved transportation and a larger local market was benefiting that segment of the retail trade also.

This period heralded the merger of the Mary Fletcher and Bishop DeGoesbriand Hospitals; with the advent of many small new industries in the area such as Shelburne Industries in Shelburne. Also, in 1966 natural gas started flowing to the County, signaling the demise of the manufactured gas plant in Burlington. Better roads were constructed to connect outlying areas of the County. Richmond, Bolton and Williston were drawn closer by the opening of the interstate highway between Burlington and Montpelier in the early 1960's, and Milton and points northerly were included in this system by 1967. The opening of the interstate to Massachusetts gave a boon to the already flourishing tourist business in the County.

By 1970 sixty-one percent of the County's citizens resided in urban areas. County employment totaled 45,751 with manufacturing now supplying 39% of the jobs, commerce and trade supplying 27%, service industries accounted for 11%, and agriculture and forestry businesses supplied 7%. During the period 1955 to 1970 the growth of new and present industries marked the greatest industrial expansion and development in the history of the County.

To be continued . . .
# POPULATION

## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I.  INTRODUCTION TO POPULATION</td>
<td>15</td>
</tr>
<tr>
<td>II. POPULATION DISCUSSION</td>
<td>16</td>
</tr>
<tr>
<td>III. FUTURE POPULATION</td>
<td>18</td>
</tr>
</tbody>
</table>
I. INTRODUCTION TO POPULATION

We recognize the need to provide a quality environment for man and his descendants and that a quality environment emanates from a good community life. We also recognize that planned and orderly growth is a prerequisite to good community life. The population of Chittenden County increased by 33.2% between 1960 and 1970 and this increase represents 45% of the State's total growth. This rate of growth has created a burden on governmental services. These facts highlight the idea that the cash flow to communities, to the Region or to the State from taxes should be balanced against necessary or reasonably anticipated increased services. In light of this we offer the following:

The Goals of our Region are:

1) A rate of growth for the Chittenden County Region of two percent per annum.

2) For the purposes of conserving human and natural resources, future population growth should be distributed as follows: 25% of the new growth to occur in the Core, 50% of the new growth to occur in Environ I, and 25% of the new growth to occur in Environ II.

To Implement these Goals:

1) We shall develop and maintain an updated land use plan reflecting the above goals.

2) We encourage local officials throughout the Region to incorporate a rate of growth in their local comprehensive plans.

3) We encourage local officials throughout the Region to adopt an annual budget and capital program to accommodate its growth rate.
II. POPULATION DISCUSSION

As outlined in the Introduction to this document, for the purposes of "planning" the future patterns of settlement for the Chittenden Region, three planning areas have been established. These areas are:

1) Core (City of Burlington);
2) Environ I (Cities of South Burlington and Winooski; Village of Essex Junction; Towns of Colchester, Essex, St. George, Shelburne and Williston); and
3) Environ II (Towns of Bolton, Charlotte, Hinesburg, Huntington, Jericho, Milton, Richmond, Underhill and Westford).

Chart # 1 shows the above planning areas.

The above planning areas were designated on the basis of the following criteria:

1) Existing settlement patterns;
2) Population, 1970 census;
3) Relationship to and location of transportation systems;
4) Location of natural resources; and
5) Existing public service facilities.

An investigation of these criteria suggested that these planning areas be established in order to plan for future quality growth in the Region. However, prior to the projection of any population or future growth in the Region, an analysis was done on past population trends in the State and Region. (The population history for the State and County is contained in the Appendix.)

A review of the population history clearly indicates that, during this century, the Chittenden Region continually grew and actually increased its population 150.3%. Many counties throughout the same period of time had a decrease in population - one as high as a 32.8% decrease. Statistics indicate that the Chittenden Region leads all other counties in population growth.

As an example, the Chittenden County population in 1900 was 11.5% of the State's population and by 1970 it had grown to be 22.3% of the State's total. It is apparent that the Chittenden Region continues to be the largest population center in the State.

A comparison of the amount of growth within each of the planning areas of Chittenden County indicates that the population growth within the Core has decreased in comparison to Environ I and Environ II. Chart # 2 visually illustrates the growth within each of the planning areas of the County.
Particular attention should be paid to the growth for Environ I and Environ II. The chart shows that both of these planning areas increased in population at a rate higher than the Core of Chittenden County. This is the trend nationally - "the flight from the city to the country."

Analysis of the population increase between 1960 and 1970 points out that of a total population change of +24,706 people, +12,773 was an increase due to natural causes and the other half due to in-migration. Further analysis makes it clear, too, that the Core, in essence, had the only out-migration of the three planning areas. This emphasizes again the movement of people from the Core or inner cities to those areas more rural in nature.
III. FUTURE POPULATION

Population projections, no matter how carefully performed, are an educated estimate and cannot be considered on exact science. The real importance is not in "how many people", but in "where people should settle".

**Methodology.** There are four (4) general methods for making population projections. They are:

1) Graphical or mathematical projections of the curve of past population growth.
2) Projections based on relationships of population growth in an area to that in other areas.
3) Projections of net migration and of natural increase.
4) Forecasts based on specific estimates of future employment.

Prior to the formulation of any population projections, some basic assumptions are made and are worth noting. Primarily, they are:

1) No all-out war, internal revolution, major economic depression, nation-wide devastation, epidemic or other disaster will occur.
2) No large-scale destruction by military action, fire, earthquake or other disaster will occur within the Chittenden Region or within those areas closely related.

The population projections were formulated from the above four general methods and two basic assumptions.

The population estimates are projected by planning area on a distribution basis of 25% of the future growth for the Core, 50% of the future growth for Environ I and 25% of the future growth for Environ II. The rationale for this distribution is as follows:

1) The Core has the least amount of land and, at the present time, the greatest density of people per acre.
2) Environ I contains many existing centers which presently have the necessary life support systems, therefore, can absorb the greatest amount of future population while still preserving a more rural atmosphere.
3) Environ II contains the greatest amount of land area, but also contains soils which have severe limitations for development. It contains, too, a major percentage of the County's natural resources.
4) This distribution is necessary in order to facilitate an adequate and economical provision of transportation, water, sewerage, schools, parks and other public requirements and to encourage the appropriate and efficient expenditure of public funds, economy in the process of development, and the more convenient and efficient patterns of public facilities and to regulate
growth in relation thereto. Also, it is necessary to protect public health by reduction of noise, air pollution, water pollution, and other obnoxious physical influences.

Chart # 3 shows the population estimates by planning areas up to and including the year 2000.

Incorporated within the Appendix are charts which compare the population changes as they relate to age and sex categories. These charts indicate a definite increase in the number of persons of the child-bearing age.

As mentioned previously, the importance lies in "where people should settle" and not in the actual numbers themselves.
CHART #1

PLANNING AREAS
IN CHITTENDEN COUNTY

Environs I and II
CHART #2
POPULATION BY PLANNING AREA

PAST HISTORY*

FUTURE PROJECTIONS**

LEGEND
Chittenden County
Core
Environ I
Environ II
Projections

**Source: CCRPC Projections.
# CHART #3

## POPULATION PROJECTIONS BY PLANNING AREA

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<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Pop.</td>
<td>%</td>
<td>Pop.</td>
<td>%</td>
<td>Pop.</td>
<td>%</td>
<td>Pop.</td>
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<tr>
<td>Core</td>
<td>38,633</td>
<td>39</td>
<td>41,567</td>
<td>38</td>
<td>44,452</td>
<td>36</td>
<td>47,637</td>
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<td></td>
<td>51,207</td>
<td>34</td>
<td>55,095</td>
<td>33</td>
<td>59,388</td>
<td>33</td>
<td></td>
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<tr>
<td>Environ I</td>
<td>44,460</td>
<td>45</td>
<td>50,329</td>
<td>45</td>
<td>56,099</td>
<td>46</td>
<td>62,469</td>
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<tr>
<td></td>
<td>69,608</td>
<td>47</td>
<td>77,384</td>
<td>47</td>
<td>85,971</td>
<td>47</td>
<td></td>
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<tr>
<td>Environ II</td>
<td>16,038</td>
<td>16</td>
<td>18,972</td>
<td>17</td>
<td>21,856</td>
<td>18</td>
<td>25,041</td>
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<tr>
<td></td>
<td>28,610</td>
<td>19</td>
<td>32,497</td>
<td>20</td>
<td>36,790</td>
<td>20</td>
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<tr>
<td>Chittenden County</td>
<td>99,131</td>
<td>1</td>
<td>110,868</td>
<td>12</td>
<td>122,407</td>
<td>13</td>
<td>135,147</td>
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<tr>
<td></td>
<td>149,425</td>
<td>16</td>
<td>164,976</td>
<td>17</td>
<td>182,149</td>
<td>18</td>
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</tr>
</tbody>
</table>

*Chittenden County Regional Planning Commission

% of County Population
## Table of Contents

<table>
<thead>
<tr>
<th>I.</th>
<th>Introduction to Housing</th>
<th>24</th>
</tr>
</thead>
<tbody>
<tr>
<td>II.</td>
<td>Housing Discussion</td>
<td>26</td>
</tr>
</tbody>
</table>
I. INTRODUCTION TO HOUSING

We recognize that the opportunity for decent housing is a basic human need. The housing requirements for this Region's expanding residential population, particularly for those citizens of low and moderate income, must be met by the construction of new housing units and the rehabilitation of existing sub-standard dwellings. Alleviating the shortages in housing that presently exist requires the cooperation and effort of all related public and private community resources.

In light of these, we offer the following:

The Goals of our Region are:

1) To adequately house all of the Region's people.

2) To create and/or maintain sound, viable neighborhoods in the process of housing these people.

3) To increase the supply of decent, safe and sound housing units numerically, especially for low and moderate income families and individuals.

4) To take steps to preclude the abandonment of properties in our area.

5) To expand the range of housing opportunities geographically for the Region's people.

6) To take steps to simplify governmental processes leading to housing starts.

To implement these Goals:

1) We encourage local officials throughout the Region to take adequate steps to insure that all types of housing be woven into the fabric of their communities.

2) We encourage local officials throughout the Region to accept the goals and implement the policies of this program.

3) We encourage local officials to adopt adequate zoning and subdivision ordinances which reflect a commitment of well-planned housing areas in every income level and social category.
4) We encourage local officials to incorporate provisions for cluster development in their ordinances.

5) We encourage local officials to incorporate provisions for planned unit and planned residential developments in their ordinances.

6) We encourage local officials to adopt fair housing ordinances.

7) We encourage on local and regional levels the coordination of both public and private interests towards the application of sound design principles for neighborhoods with provision for flexibility and experimentation which can best forward the aims of a better environment.

8) We encourage State and local officials to establish uniform simplified permit processes.

9) We authorize the provision of a development advisory service. The service would be available upon request and to the extent feasible to local officials, private and public organizations, citizens groups and developers to supply information about, and to aid in the location, evaluation, and compatibility of proposed development projects. Said service envisions involvement by a representative of the local planning commission of the affected community, that community's representative on the Regional Planning Commission, the staff of the Regional Planning Commission, and such other experts as a specific project may require.
II. HOUSING DISCUSSION

The people of Chittenden County are our most important natural resource. During the last century their numbers have continued to grow and our County has increasingly become a larger part of the State's total population.

The inventory, surveys and analyses which were prerequisite to the projection of data, were initially completed and published by the Chittenden County Regional Planning Commission in July 1971 and subsequently renewed. This section of the Comprehensive Plan is an estimate of the housing needs by planning areas based on the projected rate of growth for the Region.

The change in numbers of housing units by planning area between 1960 and 1970 is outlined in Exhibit # 1.

Exhibit # 2 identifies the housing supply by planning area in our Region based on the 1970 final Census of Population and Housing.

Exhibit # 3 identifies the housing demand and sufficiency or deficiency by planning area within our Region based on the 1970 final Census of Population and Housing.

Exhibit # 4 identifies housing for low and moderate income by planning area. The basis used in this report is that housing owned and valued at $1.00 to $14,999.00, or rental property valued at $1.00 to $99.00 per month is that which comprises low and moderate income groups.

One of the increasing problems on the national scene in housing is the abandonment, for a variety of reasons, of housing complexes. This has been considered only an urban metropolitan problem. Before it becomes a serious problem in Chittenden County, we should recognize the symptoms and be prepared to take appropriate action.

<table>
<thead>
<tr>
<th>Chittenden County Statistics</th>
<th>1960</th>
<th>1970</th>
<th>Numerical Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total vacant housing</td>
<td>2,560</td>
<td>3,086</td>
<td>+526</td>
</tr>
<tr>
<td>Of the total vacant, available for rent or sale</td>
<td>736</td>
<td>886</td>
<td>+150</td>
</tr>
<tr>
<td>Of the total vacant, seasonal</td>
<td>1,448</td>
<td>1,326</td>
<td>-122</td>
</tr>
<tr>
<td>Other vacant (abandoned?)</td>
<td>376</td>
<td>874</td>
<td>+498</td>
</tr>
</tbody>
</table>

Exhibit # 5 includes a projected distribution of housing units by planning area at the rate of growth established by the Commission as well as variable distribution of low and moderate housing by planning area.
The method used to project the number of new dwelling units needed by the year 2000 was as follows:

The housing demand for each of the three planning areas was calculated as part of the 1971 HOUSING report. This housing "demand" figure includes new units and replacement units as well as various vacancy factors sufficient to allow for mobility, upkeep and renovation. The total number of new population by planning area was divided by the average family size of that planning area as indicated by the 1970 census. This figure was then expanded by vacancy factors and the total then became the number of new housing units needed during that specific five-year period.

The availability of choice in housing has a direct influence on the economic vitality of a region. This Plan suggests that by the year 2000 there will be a need for 23,634 new housing units to adequately house the Region's estimated population. These projections, as shown in Exhibit # 5, are based on a distribution of 25% of the new units within the Core area, 50% of the new units within the Environ I area, and 25% of the new units within the Environ II area. The variable projections for low and moderate housing by planning area are represented in percentages of the new units to be devoted to this area of housing. In 1970, for the Core area, 30% of the housing stock was low and moderate; in Environ I area, 18% of the housing stock was low and moderate; in Environ II area, 21.8% of the housing stock was low and moderate income housing.

To effectively implement the housing goals for the Region, in particular, "To increase the supply of decent, safe and sound housing units numerically, especially for low and moderate income families and individuals", the Regional Planning Commission has and continues to encourage communities to adopt adequate zoning and subdivision regulations which reflect a commitment to well-planned housing areas for every income level. In the future the community will be able to better coordinate and link housing programs with their local comprehensive planning effort through the provisions of the Housing and Community Development Act of 1974. Under the provisions of this Act a local housing assistance plan is paramount to receiving Federal funds for any other categorical projects. Communities will have a better feel for the housing needs of their area. The Appendix includes a chart which identifies the various Federal Housing programs and how they might relate to local housing needs.

The question of where within the community housing should be built is dealt with in the land use section of this Plan.

In 1970 the Legislature adopted Act #250 creating an Environmental Board and District Environmental Commissions. Certain types of development are now required to go before the District Environmental Commissions as well as be approved by local communities. It is recommended that when local communities are reviewing subdivisions or development plans, that they consider along with their local ordinances, the criteria used under Act 250,
as amended, Section 12(a) 1 through 10 as outlined in the Appendix and the Energy Conservation Guidelines developed for the State by the Public Service Board and the Agency of Environmental Conservation.

It has been a tradition in Vermont since the State's "Bill of Rights" was adopted by a Constitutional Convention meeting at Windsor on July 3, 1793, that the human being is to be respected. Public Act #92, passed by the General Assembly of the State of Vermont at the Forty-Ninth Biennial Session re-affirmed this tradition in the housing field. The Appendix includes a Sample Fair Housing Ordinance which simply states a community's belief in the State's tradition, dating back nearly two hundred years, and a local commitment to Vermont tradition.

As an assist to local officials who are charged with the task of evaluating and approving large scale developments within their communities, the Appendix includes an example of A Private Developer's Analysis Information for Development. It is commonly used by the private sector in determining whether or not they will develop a given project. The information contained in this type of report could be helpful in local community-developer negotiations. Also in the Appendix is an exhibit taken from the Mobile Home Manufacturers Association checklist of review of proposed projects. Like the Developer's Analysis, this could be a useful tool for local officials in evaluating mobile home park proposals. Title 10 V.S.A., Section 6201 et seq. established minimum standards for mobile home parks.

The concept of cluster development (principles of development in early New England towns) is the grouping of houses together and the using of land for common areas (open space and recreation). The contrast between the conventional grid approach and the cluster approach is visually suggested within the Appendix. There are economic, safety, as well as planning advantages accruing to the community that allows cluster development in its ordinances.

Title 24 V.S.A., Chapter 117, Section 4407 (3) provides the legal framework for a planned residential development.

It seems desirable and reasonable to suggest that in submitting building plans for review and approval of local officials, developers be required to submit drawings of their buildings in relation to all structures, natural resources, open spaces, and circulation routes on adjoining parcels as well as standard information on utilities, etc. Where surrounding lands are temporarily vacant, local officials would have the responsibility of informing developers of impending plans so that site planning could be coordinated.

Cooperation between all sectors of the development spectrum (public and private) is necessary in Chittenden County if we are to accomplish our housing goals and policies, especially for low and moderate income units.
EXHIBIT #1

NUMBER OF HOUSING UNITS
BY PLANNING AREA

<table>
<thead>
<tr>
<th>Core, Environ and State</th>
<th>Housing Units</th>
<th>Number Change</th>
<th>% Change</th>
<th>% of County Total Decade Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core</td>
<td>10,686</td>
<td>12,025</td>
<td>1,339</td>
<td>12.3</td>
</tr>
<tr>
<td>Environ I</td>
<td>8,692</td>
<td>13,463</td>
<td>4,771</td>
<td>54.9</td>
</tr>
<tr>
<td>Environ II</td>
<td>3,089</td>
<td>5,180</td>
<td>2,091</td>
<td>67.7</td>
</tr>
<tr>
<td>Totals</td>
<td>22,467</td>
<td>30,668</td>
<td>8,201</td>
<td>36.5</td>
</tr>
<tr>
<td>State</td>
<td>136,307</td>
<td>165,068</td>
<td>28,761</td>
<td>21.1</td>
</tr>
</tbody>
</table>


### EXHIBIT #2

**1970 HOUSING SUPPLY BY PLANNING AREA**

<table>
<thead>
<tr>
<th>Core, Environ, and County</th>
<th>Total Housing Units</th>
<th>Seasonal Units</th>
<th>Occupied Units + Units Available for Rent or Sale</th>
<th>Other Vacant Units</th>
<th>1970 Housing Stock</th>
<th>Units with all Plumbing Facilities</th>
<th>Over-crowded Units</th>
<th>Replace Units</th>
<th>Estimate of Housing Unit Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core</td>
<td>12,025</td>
<td>83</td>
<td>11,328</td>
<td>450</td>
<td>164</td>
<td>11,942</td>
<td>11,541</td>
<td>764</td>
<td>1,030</td>
</tr>
<tr>
<td>Environ I</td>
<td>13,463</td>
<td>886</td>
<td>12,030</td>
<td>316</td>
<td>231</td>
<td>12,577</td>
<td>12,185</td>
<td>954</td>
<td>867</td>
</tr>
<tr>
<td>Environ II</td>
<td>5,180</td>
<td>357</td>
<td>4,221</td>
<td>120</td>
<td>478</td>
<td>4,819</td>
<td>4,320</td>
<td>422</td>
<td>712</td>
</tr>
<tr>
<td>Chittenden County</td>
<td>30,668</td>
<td>1,326</td>
<td>27,579</td>
<td>886</td>
<td>873</td>
<td>29,338</td>
<td>28,046</td>
<td>2,140</td>
<td>2,609</td>
</tr>
</tbody>
</table>

1. The number of occupied units where the proportion of residents to rooms is greater than one to one are considered overcrowded.

2. An estimation of the number of units that should be replaced (either through demolition and new construction or through rehabilitation) from the total housing stock as given in this column. An estimate has been made by including all units without one or more of the basic plumbing facilities (except seasonal units) and one-half of those units that are overcrowded. Subsequent reports and comment on the status of the Regional housing units will be used when available.

3. Current housing stock less replacement units needed.

EXHIBIT #3

1970
HOUSING DEMAND
BY
PLANNING AREA

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Population</th>
<th>Vacancy Ratio</th>
<th>Demand</th>
<th>Supply</th>
<th>Estimated Housing Unit Deficiencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core</td>
<td>38,633</td>
<td>5.7</td>
<td>11,869</td>
<td>10,912</td>
<td>957</td>
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<tr>
<td>Environ I</td>
<td>44,460</td>
<td>3.75</td>
<td>12,618</td>
<td>11,710</td>
<td>908</td>
</tr>
<tr>
<td>Environ II</td>
<td>16,038</td>
<td>8.75</td>
<td>4,435</td>
<td>4,107</td>
<td>328</td>
</tr>
<tr>
<td>Chittenden County</td>
<td>99,131</td>
<td>6.15</td>
<td>28,922</td>
<td>26,729</td>
<td>2,193</td>
</tr>
</tbody>
</table>

1 A vacancy is the total number of vacant dwelling units divided by the total number of housing inventory.

2 For purposes of this report, an overall vacancy rate of 4.5 for urban areas and 4.0 for rural areas is considered sufficient to allow for mobility, upkeep, renovations, etc. Demand equals the occupied units plus either factor 4.0 or 4.5.

3 Current housing stock less replacement units needed.

4 The estimated deficiency by community is a result of the difference between supply and demand as determined above.

5 Average ratio.

EXHIBIT #4

1970
HOUSING BY PLANNING AREA
FOR
LOW AND MODERATE INCOME

| Core, Environ and County | Rental Units | | Owned Units | | Total Rental/Owned Low and Moderate Housing | % Total Housing |
|--------------------------|--------------|------------------|--------------|------------------------------------------|-----------------|
|                          | Total<sup>a</sup> | Under $100/month<sup>b</sup> | Total<sup>a</sup> | Under $15,000<sup>b</sup> |
| Core                     | 5,895         | 2,726            | 5,433         | 694                                      | 3,420           | 30.0%           |
| Environ I                | 5,187         | 1,000            | 8,836         | 1,164                                    | 2,164           | 18.0%           |
| Environ II               | 708           | 230              | 3,513         | 690                                      | 920             | 22.0%           |
| Chittenden County        | 9,796         | 3,956            | 17,782        | 2,548                                    | 6,504           | 23.6%           |

<sup>a</sup> Total Occupancy - excludes vacant, for rent or sale, and seasonal units.

<sup>b</sup> Sampling

### EXHIBIT #5

**HOUSING UNIT DISTRIBUTION BASED ON POPULATION PROJECTIONS AT 2.0% CONSTANT GROWTH RATE**

**ESTIMATED LOW AND MODERATE INCOME HOUSING**

<table>
<thead>
<tr>
<th></th>
<th>Total Units 1970</th>
<th>Total Units 1975</th>
<th>Total Units 1980</th>
<th>Total Units 1985</th>
</tr>
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<tbody>
<tr>
<td><strong>Core</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.5% Vacancy Ratio</td>
<td>11,869 + 902 = 12,771</td>
<td>+886 = 13,657</td>
<td>+979 = 14,636</td>
<td></td>
</tr>
<tr>
<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40.0%</td>
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</tr>
<tr>
<td>30.0% (Present)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>20.0%</td>
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<tr>
<td>15.0%</td>
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<td></td>
</tr>
<tr>
<td>10.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Environ I</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.25% Vacancy Ratio</td>
<td>12,618 + 1,653 = 14,271</td>
<td>+1,625 = 15,896</td>
<td>+1,795 = 17,691</td>
<td></td>
</tr>
<tr>
<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40.0%</td>
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<tr>
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<tr>
<td>18.0% (Present)</td>
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<td></td>
</tr>
<tr>
<td>10.0%</td>
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<td></td>
</tr>
<tr>
<td>9.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Environ II</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.0% Vacancy Ratio</td>
<td>4,435 + 751 = 5,186</td>
<td>+789 = 5,975</td>
<td>+872 = 6,847</td>
<td></td>
</tr>
<tr>
<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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<td></td>
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<tr>
<td>40.0%</td>
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<tr>
<td>30.0%</td>
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</tr>
<tr>
<td>21.8% (Present)</td>
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<td></td>
</tr>
<tr>
<td>11.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Chittenden County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Units Per Time Frame</td>
<td>3,306</td>
<td>3,300</td>
<td>3,646</td>
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</table>
### Exhibit #5
#### Housing Unit Distribution Based on Population Projections at 2.0% Constant Growth Rate
Estimated Low and Moderate Income Housing (cont'd.)

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Core</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.5% Vacancy Ratio</td>
<td>14,636</td>
<td>+1,077 = 15,713</td>
<td>+ 1,197 = 16,910</td>
<td>+1,320 = 18,230</td>
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<tr>
<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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<td></td>
</tr>
<tr>
<td>40.0%</td>
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<td>120</td>
<td></td>
<td></td>
<td>132</td>
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</tr>
<tr>
<td><strong>Environ I</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.25% Vacancy Ratio</td>
<td>17,691</td>
<td>+1,976 = 19,667</td>
<td>+ 2,193 = 21,860</td>
<td>+2,420 = 24,280</td>
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<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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<td>726</td>
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<td>219</td>
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<td>242</td>
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<tr>
<td>9.0%</td>
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<td>197</td>
<td></td>
<td></td>
<td>218</td>
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</tr>
<tr>
<td><strong>Environ II</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.0% Vacancy Ratio</td>
<td>6,847</td>
<td>+ 959 = 7,806</td>
<td>+ 1,065 = 8,871</td>
<td>+1,175 = 10,046</td>
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<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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<td>353</td>
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<td>21.8% (Present)</td>
<td>209</td>
<td>232</td>
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<td>256</td>
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<td>121</td>
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<td>118</td>
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<tr>
<td><strong>Chittenden County</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Time Frame</td>
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</tr>
<tr>
<td></td>
<td>4,012</td>
<td>4,455</td>
<td>4,915</td>
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</table>
Exhibit #5
Housing Unit Distribution Based on Population Projections at 2.0% Constant Growth Rate
Estimated Low and Moderate Income Housing (cont'd.)

<table>
<thead>
<tr>
<th></th>
<th>Total New Units 1970-2000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Core</strong></td>
<td></td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.5% Vacancy Ratio</td>
<td>6,361</td>
</tr>
<tr>
<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
<td></td>
</tr>
<tr>
<td>40.0%</td>
<td>2,544</td>
</tr>
<tr>
<td>30.0% (Present)</td>
<td>1,908</td>
</tr>
<tr>
<td>20.0%</td>
<td>1,272</td>
</tr>
<tr>
<td>15.0%</td>
<td>954</td>
</tr>
<tr>
<td>10.0%</td>
<td>636</td>
</tr>
<tr>
<td><strong>Environ I</strong></td>
<td>11,662</td>
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<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.25% Vacancy Ratio</td>
<td></td>
</tr>
<tr>
<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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</tr>
<tr>
<td>40.0%</td>
<td>4,665</td>
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<tr>
<td>30.0%</td>
<td>3,499</td>
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<tr>
<td>18.0% (Present)</td>
<td>2,099</td>
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<tr>
<td>10.0%</td>
<td>1,167</td>
</tr>
<tr>
<td>9.0%</td>
<td>1,050</td>
</tr>
<tr>
<td><strong>Environ II</strong></td>
<td>5,611</td>
</tr>
<tr>
<td>1970 Housing Demand &amp; Amount Needed to Reflect 2% per Annum Growth with 4.0% Vacancy Ratio</td>
<td></td>
</tr>
<tr>
<td>Distribution @ Various % for Low and Moderate Income Housing:</td>
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</tr>
<tr>
<td>40.0%</td>
<td>2,245</td>
</tr>
<tr>
<td>30.0%</td>
<td>1,683</td>
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<tr>
<td>21.8% (Present)</td>
<td>1,223</td>
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</tbody>
</table>

-35-
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. INTRODUCTION TO RECREATION AND OPEN SPACE</td>
<td>37</td>
</tr>
<tr>
<td>II. RECREATION AND OPEN SPACE DISCUSSION</td>
<td>39</td>
</tr>
<tr>
<td>III. RECOMMENDATIONS</td>
<td>44</td>
</tr>
</tbody>
</table>
I. INTRODUCTION TO RECREATION AND OPEN SPACE

We recognize the need to provide a quality environment for man and his descendants and that a quality environment emanates from good community life. One of the essential qualities for a good community life is a recreation and open space program which provides facilities for all segments of society. Planning for this program first recognizes the facts that agriculture and forestry enterprises contribute to open space and that this Region has been endowed with many natural resources, including many aesthetically pleasing vistas; and then takes action to preserve archeological and historic sites, its rare and irreplaceable natural areas, and makes provision for open space and recreation. In light of this, we offer the following:

The Objectives of our Region are:

1) To develop and maintain an inventory of historic sites, archeological sites, natural areas, scenic areas, and recreation facilities.

2) Encourage local officials to adopt the suggested recreation standards contained herein.

3) Encourage the establishment of an "Archeological Board" whose responsibility would be the maintaining of an inventory and protecting these sites from outright destruction.

4) Encourage local officials to adopt appropriate land use controls to:
   a) preserve historic sites;
   b) preserve village commons;
   c) preserve scenic areas; and
   d) preserve rare and irreplaceable natural areas.

5) Encourage local officials to provide areas for "scenic overlooks".

6) Encourage the appropriate use of restored historic sites and natural areas without disturbing the natural character of the area or structure.

7) Encourage appropriate legislation to aid in the retention of lands for open space.

8) Encourage those involved in the design of recreational facilities to promote free, open and easy of access to, and use of, the facility by the handicapped.

9) Encourage local officials to stimulate private investment in four season recreational facilities.
The Goals of our Region are:

1) Provide recreation facilities using as a guide the suggested standards incorporated herein.

2) Preserve archeological sites.

3) Preserve, restore and enhance historic sites.

4) Preserve open spaces, including agricultural and forestry enterprises.

5) Judiciously use natural resources.

6) Create and conserve village and community commons.

7) Preserve the scenic vistas.

8) Protect rare and irreplaceable natural areas.

9) Publicly stimulate private investment in the development of four season recreational facilities.

To implement these Goals:

1) We recommend the adoption, by communities, of the recommended recreation standards.

2) We recommend steps be taken to improve public access to Lake Champlain, the Winooski River and other major water courses.

3) We recommend continued participation of present members, and the addition of new communities, to the Winooski Valley Park District.

4) We recommend the acquisition and development of land be encouraged for multi-purpose recreational facilities.

5) We recommend that communities and other agencies develop a coordinated trail system for bicycle and pedestrian travel.

6) We recommend that communities and appropriate agencies encourage and provide accessibility and use of recreational facilities to the elderly and the handicapped.
II. RECREATION AND OPEN SPACE DISCUSSION

This section of the Comprehensive Plan deals with the environment of the Chittenden Region. Webster's Third New International Dictionary defines the environment as "the aggregate of social and cultural conditions (as customs, laws, language, religion, and economic and political organization) that influence the life of an individual or community." One aspect of that definition is the national trend to provide more leisure time for man. This trend has led to and will continue to lead to increased pressure on governmental agencies and private industry to provide more recreation facilities to occupy this additional free time. These demands must be met and provided for in an orderly and planned manner.

This section of the Comprehensive Plan deals with other aspects of the environment in addition to recreation and open space, such as historic sites, archeological sites and natural and irreplaceable areas.

The term "open space" as used within the context of this report, includes that land which is not used for buildings of any kind, streets, airports, or other intensively developed land. Much of such land is in forests, pastures and fields used to some degree for agriculture or forestry. Also included is publicly owned land in State, regional, or local parks, conservation and natural areas. Despite the fact that there are no set standards for providing open space, appropriate steps should be taken to encourage agriculture and forestry operations because these two aspects of community life in the Chittenden Region contribute to the open space network.

Made a part of the Appendix is an inventory of natural areas within the Chittenden Region. This inventory is not intended to be all inclusive but will be updated when future investigations indicate new natural areas within the Region. In addition to the following sources, inventory materials were taken from the State Land Capability Plan.

These natural areas should be protected for many reasons. One is research. They may serve as laboratories for the pursuit of knowledge by scientists. Natural areas are also used as check areas in research concerning water, air and soil pollution. The degree to which soil profiles have been altered can be determined in certain cases by comparing undisturbed profiles in natural areas to soils altered by cultural practices.

Natural areas are also sources of new plant and animal genetic breeding material. Domestic species may be improved by crossbreeding them with certain wild strains having desired characteristics. Natural areas also have an unknown potential in new products useful to man that may be derived from plant and animal communities. Penicillin is an example; it was derived from a mold.
Natural areas also may be objects of scenic beauty. In the historical sense, natural areas act as living museums, as they are in themselves examples of the natural wilderness which was so familiar to our ancestors. Natural areas can also be used as outdoor classrooms for students of all levels to help them better understand and enjoy their environment. Finally, many wild species of plants and animals will soon become extinct if natural areas that provide natural habitats are not spared.

Chittenden County is fortunate to have a relatively large number and variety of natural areas. ¹

Included as part of the Appendix is an inventory of lakes, ponds and reservoirs listing the description of water and its present use for those areas. These lakes, ponds and reservoirs contribute to the open space qualities of the Region and their uses should be preserved and enhanced for the use of man.

In the Appendix is an inventory of rivers and streams, together with their descriptions of water and present use. These river and streams also contribute to the open space quality of the Region. Additional access to many of these waterways should be provided for man's use.

Archeological Sites

From the standpoint of archeology, the Champlain Valley, as with all of Vermont, is virtually terra incognita. In the neighboring New England and New York States, active archeological programs have amassed considerable data on the history of pre-Columbian culture. In Vermont, by contrast, archeological efforts have been sporadic, superficial, and inadequately published. On the eve of European penetration, Vermont was a meeting ground between Algonquian and Iroquoian peoples. Before that, it was undoubtedly a region through which innovations, made to the south and west, were spread to other peoples of the northeast. It is important, then, that we learn as much as possible about Vermont's pre-Columbian history in order to understand as fully as possible the dynamics of the situation. The archeologist is not interested simply in the collection of curios, as is sometimes thought. All anthropologists seek to learn as much as possible about cultural growth and change in all parts of the world. Only by so doing will anthropologists be able to arrive at valid explanations of human behavior. ²

Archeological sites constitute a unique category in land use planning. Archeological sites are so important, so valuable, and so fragile that there is great reluctance to identify them on maps until the proper framework has been developed and machinery has been established to protect them. Report

¹ Chittenden County Regional Planning Commission. Proposed Open Space Plan for Chittenden County, prepared by the Department of Resource Economics, University of Vermont, April 1972.
No. 8 of the Lake Champlain Basin series discusses archeological sites. However, that report did not include the map which was prepared for it because the map itself might lead to destruction of the sites before proper controls could be developed. ³

Chittenden County boasts at least 28 known sites, none of which have been adequately investigated. A large village site at Colchester Point (Moorhead 1922: 243) was bulldozed into oblivion after 1960. The Munson Flats site, near Malletts Bay, produced a rich and unique inventory of bone tools, but was never adequately reported (Huden 1960: 59-60, 63FF). This site now lies buried beneath Interstate 89. Some information on a Woodlawn Indian Campsite (post 1000 B.C.) at Pine Island, Colchester, was salvaged in 1969, but most remains were bulldozed away (Haviland 1969). Currently, the Vermont Archeological Society is working on a site at Shelburne Pond, which is virtually surrounded by prehistoric campsites. The particular site under excavation contains material from occupations as old as 2000 B.C. ⁴

Aesthetics

Scenery is one of the major natural resources of the Chittenden Region. This natural resource, along with the others in the Chittenden Region, must be preserved and enhanced.

There is widespread belief that aesthetics, like beauty, is an abstract concept -- that it is only in the eyes of the beholder; and, therefore, something that cannot be defined in sufficient detail to use it in land use planning. Nothing is further from the truth. The area in which people disagree on aesthetic qualities, and one man's opinion is as good as another's, is confined to a small range concerning formal art. In land use planning there is broad, general agreement on aesthetic considerations that provides an excellent base for land use controls and action programs. Reflect on this a moment and you will agree. Ninety-nine people out of 100 agree that a rose is beautiful, that a flower garden is beautiful; that a junk pile is not desirable to have visually prominent in a center of town; and that trees and shrubbery and green grass are more attractive than signs. In fact, the general agreement concerning what is attractive and what is unattractive is so unanimous that it is possible to draw up a very specific aesthetic plan for a town and to get support to implement it. ⁵

Scenic Overlooks

There are few places east of the Rockies with more spectacular scenery than is found in Chittenden County. However, there are few places where you may pull off the road and look at a sunset over the Adirondacks, or the autumn colors on the Green Mountains.

³ Chittenden County Regional Planning Commission. Proposed Open Space Plan for Chittenden County, prepared by the Department of Resource Economics, University of Vermont, April 1972.
⁵ Chittenden County Regional Planning Commission. Proposed Open Space Plan for Chittenden County, prepared by the Department of Resource Economics, University of Vermont, April 1972.
It is recommended that the scenic overlooks be provided at strategic locations in each town during the next five years. Additional overlooks may be implemented in the future until there is general public access to the public views which we claim to prize so highly.  

Historic Sites

Appearing in the Appendix is a list of historic sites within the Chittenden Region. This list is not intended to be all inclusive, but rather to be used as a point of departure for future investigations in the history of the Chittenden Region. It is the intent of this Comprehensive Plan to identify, restore and preserve, and appropriately use the historic sites in Chittenden County.

Generally, the use, upkeep and/or restoration of these sites lies wholly within the rights of the individual property owner. There are no Federal or State regulations which restrict the use or restoration of these sites.

Exceptions to the above statement are:

1) Sites owned by public agencies, using Federal or State monies to make improvements must comply with Federal and State regulations.

2) Sites involved in the Act 250 process are subject to State imposed conditions.

3) The use of building is per local zoning ordinance.

4) The City of Burlington has a part of its zoning ordinance regulations pertaining to historic sites.

The Winooski Valley Park District

The Winooski Valley Park District, with its member municipalities of Burlington, Colchester, Essex, South Burlington and Winooski, is providing an inter-municipal vehicle for the enhancement of the land and water in the Winooski River Valley area. Established in March of 1972, the District was established for the purposes of conservation, recreation, preserving natural areas and the establishment of parklands to be used and enjoyed by the residents of the Region.

The Park District has taken the necessary steps to acquire the Lower Farm, Ethan Allen Farms, comprising some 158 acres. This represents the first land acquisition by the Park District. Natural and conservation areas, as well as recreation, are planned for this site. Recreation will include

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6 Chittenden County Regional Planning Commission, Proposed Open Space Plan for Chittenden County, prepared by the Department of Resource Economics, University of Vermont, April 1972.

7 William Pinney, Director of Historic Sites, State of Vermont.
fishing, canoeing, picnicking, nature study along with special trails, walking and bicycling.

In addition, the Park District has concluded a dollar-a-year lease on some 130 acres of land owned by the Green Mountain Power Corporation situated along the Winooski River in Burlington, Winooski and Colchester. The first recreational area to be developed on this leased land—a small picnic area with some scenic views of the River—was opened and dedicated by Governor Thomas Salmon on June 16, 1974. It was developed by students and teachers of the Winooski High School Mobile Class. It is located in downtown Winooski just east of Forest Hills Department Store.

Other land acquisitions and conservation easements are under discussion with various land owners. These activities will enable more people of the Region from different municipalities to enjoy the amenities of the Winooski Valley. The efforts of the Park District are commended, and other towns in the Region are encouraged to join the District. The Chittenden County Regional Planning Commission will assist the District in its planning, including finding ways to secure long-range financial commitments for land acquisition in various forms and recreation and conservation developments.
III. RECOMMENDATIONS

The preceding pages have briefly touched on those areas of our environment dealing with man's leisure hours. The goals and objectives stated therein set forth generalized statements of human hopes and aspirations. With the growth pressures envisioned for our Region in the next two decades, it is imperative that steps be taken now to preserve a quality environment. To this end, this Commission offers the services of its staff in accomplishing same.

This Commission herewith encourages its member municipalities to adopt the goals and objectives previously stated and to implement them in their respective areas. In order to more easily implement these ideas into workable programs and facilities, it is necessary to outline possible areas of action in order of their priority.

The 1973 Vermont State Comprehensive Outdoor Recreation Plan lists the major recreation activities enjoyed by residents of the State as being picnicking, swimming, fishing, hunting and tennis. In the Chittenden County Region, the emphasis is similar, especially with the influence of Lake Champlain and the Winooski River. There is, however, a deficit in acreage of public access. The restricted capacity of existing ramps, docks and beaches makes the existence of these water facilities a less useful resource than at first might appear. For these reasons, this Plan recommends steps be taken to improve the public access to Lake Champlain, the Winooski River, and other major water courses within the Region through: 1) better people access to recreational facilities via adequate transportation systems, especially in planning new roadways; 2) acquisition and development of lands and facilities lying on or adjacent to these water courses; 3) adequate pollution abatement from industrial or residential development; and 4) preservation of significant natural areas through public ownership, lease, easement or other means.

This recommendation has and is the top priority of the Region. Its successful implementation has progressed in the last five years with the multi-community formation of the Winooski Valley Park District and the acquisition of its first parcel of land. Continued participation of present members and the addition of other communities to the District will ensure that the residents of the area will be able to enjoy the recreational amenities of the area.

Recognizing the limited number of recreational parks and areas available and the increased volume of usage exhibited on these areas, this Plan recommends that acquisition and development of lands be encouraged which are intended for multi-purpose recreational facilities. Local governments should investigate the availability of Bureau of Outdoor Recreation funds, a lease agreement with the private sector, local revenue sharing, and local tax effort to acquire or develop these recreational areas. Development proposals.
utilizing Federal funds should be evaluated under the elements of:

1) relative intensity of need;
2) location;
3) variety of population served;
4) uniqueness and increase in capacity;
5) safety;
6) environmental enhancement.

With approximately 37,000 bicycles in Chittenden County and the rapid burgeoning of camping, hiking and cross-country skiing, the necessity of an improved, well-marked and maintained trail system becomes more apparent. This Plan recommends that communities and other agencies develop coordinated trail systems in order to: 1) facilitate bicycle and pedestrian travel between municipal boundaries; and 2) take advantage of the natural and wilderness areas within the County. The opening up of these natural areas and wilderness areas should be restricted so as to maintain the character of the area.

As the Nation's Bicentennial year and the Olympics draw near, an ever increasing number of tourists traveling through the Region is inevitable. This Plan encourages appropriate agencies to take the necessary steps to provide scenic areas along transportation systems from which visitors can observe the magnificent vista of Vermont.

Further, it is recognized that the elderly and the handicapped have recreational needs. These needs are not and should not be restricted to indoor activities. This Plan strongly recommends that communities and appropriate agencies encourage and provide accessibility and use of recreational facilities to the elderly and the handicapped.

Cooperation between the private and public sectors is important in order to implement the aforementioned goals and recommendations. Private enterprise is encouraged to be involved in this important facet of a whole community. Public involvement is encouraged through annual capital budget commitments for recreational purposes. State and Federal agencies are encouraged to make substantial monetary commitments to sub-State units of government for recreation and open space purposes.
ECONOMICS

TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I.    INTRODUCTION TO ECONOMICS</td>
<td>47</td>
</tr>
<tr>
<td>II.   ECONOMICS DISCUSSION</td>
<td>49</td>
</tr>
<tr>
<td>III.  AGRICULTURE</td>
<td>54</td>
</tr>
<tr>
<td>IV.   EDUCATION</td>
<td>56</td>
</tr>
<tr>
<td>EXHIBITS</td>
<td>58</td>
</tr>
</tbody>
</table>
I. INTRODUCTION TO ECONOMICS

We recognize the need for the people of the Region to have an adequate standard of living through ample and meaningful employment opportunities. We also recognize that industrial and commercial development precipitates employment opportunities and that the Region can expect to add approximately 16,500 persons to the labor force in the decade of the 1970's. In light of this, we offer the following:

The Goals of our Region are:

1) To provide maximum employment opportunities for the people of the Region and their future generations.

2) To locate job opportunities in the planning areas of Core, Environ I and Environ II integrated with transportation and land use concepts of this Plan.

3) To locate job opportunities in proximity to the local work force.

4) To maintain agricultural and forestry activities.

To implement these Goals:

1) We encourage economic development that is:
   a) diverse;
   b) efficient;
   c) has potential for growth to ensure job opportunities in the future.

2) We encourage industries which utilize the local work force.

3) We encourage consultation and utilization of the information provided through the Greater Burlington Industrial Corporation and the Agency of Development and Community Affairs' Economic Development Department.

4) We encourage special manpower training programs to meet the special needs of new business.

5) We encourage business, commerce and industrial activities commensurate with our growing Regional needs.
6) We encourage agricultural activities, diversification thereof, and the provision of risk capital therefor.

7) We encourage arts and crafts businesses using indigenous skills and resources.

8) We encourage the development of native Vermont products and their local processing and marketing in our Region.

9) We recognize that open space, historically has been provided by farmers, that open space has significantly added to the overall economic vitality of this region, and recommend that means for its continuance be continually sought including changes in real estate taxes, inheritance taxes, capital gains taxes, and consideration of the "adopt a young farmer program".
II. CHITTENDEN COUNTY ECONOMICS DISCUSSION

The economic atmosphere of an area is influenced by both tangible and intangible assets. For Chittenden County, some of its prime tangible assets are: its transportation network which is accessible by many different modes of transportation, including air, land and water, its educational system which ranges from elementary through secondary with three (3) colleges and a major university with graduate schools available. The Region also boasts a large modern medical center which complements a second hospital facility. Both facilities are staffed by some of the leading medical people in their fields. Overall, the per capita ratio of medical personnel to the number of people in the Region ranks second in the nation. Just as there are many recreation activities for people of the Region so too there is a wide spectrum of cultural activities to enjoy ranging from a summer Shakespeare theatre to museums to even a banjo concert.

Most important, however, are the intangible assets made up simply of the people who live there. Its residents comprise a skilled labor force strong in the Yankee tradition of industry while the area offers a New England environment of neighborhood living while still being within two hundred and fifty miles from the three largest metropolitan areas of the east, Montreal, New York and Boston. For these reasons, the Region has taken the lead in economic growth of the State with the expansion of its population's industrial base. Exhibit #1 illustrates the vitality of the Region through a growth comparison chart.

Today, the diverse economy of the Region is due in a large part to the expansion of many of the area's local businesses as well as new establishments which have located in the area. The Greater Burlington Industrial Corporation, complies on a regular basis a listing of these industries in the labor area and their market. (Please see the Appendix.) This continued development in industry and employment has established the Region as the main employment center of the State. Exhibit #2 illustrates the work force as it relates to the different regions of the State. The figures listed under covered employment are not equal to 100% of the work force since not all people who work are covered under the State's unemployment compensation system as administered through the Department of Employment Security. Self-employed and government people, for example, are not generally "covered" for unemployment compensation. Despite this margin for error the figures do give a good indication of employment trends.

A good measure of the vitality of Chittenden County's economy is the total number of jobs available, for it is employment opportunities which hold people to an area and provide the basic attraction to newcomers and the resident young who are just entering the job market. Accordingly, Exhibit #3 traces the growth of the civilian work force in Chittenden County from 1960 to 1974 and illustrates that until recently the unemployment rate has been low. A 5.7% State rate of unemployment in 1972 prompted the State's Agency of Development and Community Affairs to help communities develop their domestic crafts industries.
along with attempting to settle new industry into the Region and other parts of the State. On the regional level the work of the Greater Burlington Industrial Corporation and Winooski Community Development Corporation has been to seek areas for potential industrial clients either through developing industrial districts or utilization of existing sites. Their emphasis while attempting to settle new industry has been to seek employers of varying sizes so as to ensure the area will not be adversely affected by national economic trends. The Small Business Administration, which was established to aid smaller industries and businesses, has registered eighty (80) loans in 1972 totaling $3,072,000.00 for Chittenden County.

Total employment in the Burlington Area reached 50,000 in 1973 giving it a 1,440 person rise from the 1970 total. With the exception of 1960, total employment has increased continually over the past twelve (12) years. By 1967, the total employment figure had reached 36,750, eighty-seven percent (87%) of which was accounted for by the non-agricultural wage salary segment. Agricultural employment in the area has been decreasing fairly consistently over the past decade as farm workers leave this type of work in search for better jobs or as farmers sell off their farm land for residential development due to adverse agricultural conditions. The area labor force increase between 1960 and 1970 became more noticeable beginning with 1964 even though expansion was continuous over the entire decade with the arrival and expansion of such major employers as International Business Machines, New England Telephone, Burlington International Airport and the local school systems. Other employers also responsible for growth in the area include Haelett's, Hav'ag Industries, Harbor Industries, Blodgett Company, Inc., E.B. &A.C. Whiting and Edland Co., Inc. This increase in job opportunities has led to a relatively low unemployment rate as compared to the employment climate of the rest of the New England Region.

The majority of those unemployed are the service, trade and construction industries with a work force of student and other temporary help and hence represents seasonal job losses rather than long term unemployment.

Special recruitment drives have been set up to aid students and other groups to obtain jobs. Likewise, the State Department of Employment Security and various private employment agencies have continued to aid those seeking employment. Recently, training programs such as those sponsored by the Department of Employment Security have made an impact in giving the disadvantaged a chance to procure jobs previously not available to them. Local community action and planning groups are also at work informing the public of the many improvement choices available to them. Some of the various programs now in effect will be discussed separately below.

Implementation of Special Manpower Programs:

WIN - The Work Incentive Program is presently in progress in the Burlington Area. This is a work experience and training program designed to help welfare recipients become self-supporting.
The Manpower Development and Training Act has made possible the institution of many courses available to disadvantaged and other area residents who wish to better themselves. Courses are offered every June in basic work skills, paramedical skills and training as cooks for restaurants and other eating establishments. More courses are planned and new ones will be offered as need is determined.

Other agencies actively engaged in programs to help the disadvantaged get jobs or job training include the Human Resources Development (HRD) office and the Youth Opportunity Center (YOC) of the Employment Service.

In concert with these special programs and agencies, the vocational programs offered by the local high schools are attempting to keep pace with the demands of the different trades. Over the past two (2) years the areas of vocational training have been expanded to include such wide ranging programs as aviation mechanics, culinary arts, and computers. The two (2) regional vocational training facilities are located in Burlington and Essex with a sub-facility at South Burlington. Upon graduation these young people are versed enough to begin employment immediately. A higher degree of technical training can be sought through one of the colleges or the university in the Region if these graduates so choose.

The labor force for the Chittenden Region has shown a marked tendency to commute the necessary distance between town and regional boundaries to find employment in the concentrated employment area of the Core. This relationship of place of work and place of residence is extremely important to regional planning and to an understanding of the regional economy.

Each part of the County has its special character in terms of employment and labor force. A look at where specific types of employees work and live suggests the "employment specialization" within Chittenden County. Because of the predominantly technical nature of much of the manufacturing, employment in the Burlington Area, the unskilled and, for the most part, the semi-skilled have either remained unemployed or entered seasonal work as laborers in services, trade or construction jobs. Hence, the majority of hard-to-fill positions in the area are in the professional, managerial and technical occupation classes. The unemployed, especially the portion designated as "disadvantaged", represent the majority of the area's under-utilized manpower resources. Because these people are not able to fulfill the requirements of many available open positions in the area, training programs, as previously outlined, have been instituted to help them develop needed skills.

It is anticipated that the regional industrial employment will continue to expand with opening new industries located in the less concentrated areas of Environ I. Prime indications of this trend are the IBM Plant in Essex Junction, which has expanded to 4,000 employees from the previous total of 400. In addition, smaller plants have moved into industrial "parks" sponsored by G.B.I.C. and other sites in Environ I; the most recent being the Rossingnol Ski Company, Inc. The map of the County by planning area in Exhibit #4 illustrates the area concentration of employment within the Region. Despite this recent decentralization
of industry, the old historic urban center will still predominate as the Region's major center of employment.

Retail sales provide another measure of the economic activity in Chittenden County. The trends, according to the 1966 to 1973 Sales Management Magazine, in retail sales for the County, indicate an increase in total sales from $127,496,000.00 in 1968 to $245,052,000.00 in 1972. Employment in the trade industry for the Region has grown from 6,650 in 1968 to 8,400 in 1972.

The share of this dollar volume accruing to the Core with approximately forty percent (40%) of the County's population shows that it attracts fifty-four percent (54%) of the retail sales. Thus, this reaffirms that the Core remains the economic center of the County. Unfortunately, data breakouts were only available for the Core and the County.

In the future, with the development of the Urban Renewal Project of Burlington and the Model Cities Program of Winooski, retail trade in these areas should continue to increase, and this increase could have a positive influence on other industries in the Region as well.

Between the years of 1960 and 1969, the area of manufacturing employment increased from 5,000 to 10,950 average monthly employment; a growth of 119 percent. A drop has occurred, however, for the past four years (1970 to 1973) to a total of 8,500 in the manufacturing field. Nonetheless, in the fifteen (15) years since 1958, the average weekly earnings in the manufacturing rose from $71.22 to $167.18. Although wages are still lower than in the nation, the gap between the two has narrowed. Exhibit # 5 traces the increases in employment and wages by industry between 1960 and 1974.

In an attempt to further raise the level of income for Vermonters, development of the tourism industry has been recently given added impetus. In the past, and even more so now, tourism has been a major industry. Superficially, it also appears to be fairly lucrative, approximately 220 million dollars per year in the State. However, closer analysis has shown there is some question as to its (tourism's) ability to raise the income level of Vermonters in addition to providing more full time jobs for the future. In a report to Governor Thomas Salmon by the First National Bank of Boston, Dr. James Howell cautiously recommends:

If Vermont increasingly relies on services to generate employment growth, the record clearly shows that income levels will not rise fast enough to close the gap between the United States and New England. As national demand and supply patterns force the decline of the relative share of agriculture even further, and relative demand shifts from manufacturing goods to services, Vermont must not be led astray to excessively allocating scarce resources to the low-paying service industries such as tourism. Vermont's proximity and easy access to urban centers with highly congested-high income populations has raised the temptation in many quarters to cultivate tourism and recreation activities to the exclusion of other alternatives. Over the long run, we believe that this will prove an unwise economic policy.
It must be realized that the "services" industry in itself is not bad for the Region. Indeed, the employment figures for the "trade and service" industries indicate a significant number of persons earn their livelihoods from this industry and, in many cases, serve a needed function as a second income source. The Region should continue to encourage the development of the recreation and related industries insofar as these facilities produce spin-off industries which, in turn, utilize the local work force. Through development of these minor industries, the Region can more effectively utilize the recreation industry as a complement to an expanding manufacturing base.

III. AGRICULTURE

Before the end of the 1800's, the average farmer in northern New England made his living from general farming - by raising grain, beef, sheep and other livestock. From about 1870 on, however, agriculture in northern New England came under increasing economic competition from Western agriculture with its production of lower priced staples through use of large tracts of cheap land and bigger farm machinery.

Farmers in Maine, New Hampshire, and Vermont gradually came to see that their most important economic advantage over Western agriculture was in the location of their farms near the growing urban centers of New England. People living in cities needed food such as fruits, vegetables, poultry and dairy products, that could be produced and transported to market before it spoiled.

The farmers of northern New England thus found that a thorough cultivation of small proportions of their tillable land was more profitable than continuing to work larger land areas with a lower per acre yield. And thus Vermont, with a superior soil and climate for providing the forage needed in dairy production, gradually changed from a meat-wool-and-grain area to a dairy area. 2

The development of agricultural business for Chittenden County has also followed this trend toward an emphasis on dairy farming. A comparison of figures showing the number of farms along with the type and number of livestock on the farm operation bears this point out.

As farming has changed its operational emphasis so too has the size of farming undergone a transition. In 1953 there were 869 herds of cows totaling 25,733 cows for an average of 29.6 animals per herd. By 1972 the number of herds dropped to 261 with 15,420 for an average of 59.1 animals per herd. This increase in the average herd size points out the steady abandonment of farm operations that has occurred. The dairy farmers that are still in operation operate more efficiently and economically on a larger scale as indicated by the increased milk production while the number of cows has dropped, and thus, have been able to survive whereas the smaller marginal operations have been forced out because of soaring operational cost and/or the pressures of residential development.

Although costs have continued to rise, the price of milk has also risen steadily in recent years to a point almost keeping pace with the rise in grain costs. The table below reflects this comparison of dairying costs to milk prices.

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Index of Price-Cost Situation
Vermont Dairy Farming
1967-1972

Milk Prices *  
Cost in Dairy Farming*  
(Index: 1968=100)

<table>
<thead>
<tr>
<th>Year</th>
<th>Milk Prices</th>
<th>Cost in Dairy Farming</th>
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</thead>
<tbody>
<tr>
<td>1967</td>
<td>94</td>
<td>100</td>
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<tr>
<td>1968</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>1969</td>
<td>106</td>
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<td>1970</td>
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<td>108</td>
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<td>1971</td>
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<td>114</td>
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<tr>
<td>1972</td>
<td>121</td>
<td>127</td>
</tr>
</tbody>
</table>

* Milk prices are the blended BOSTON MILK marketing price for the 21st Zone; costs in dairy farming include ten standard items in dairy production.

Source: Table prepared by Fred C. Webster, Department of Resource Economics, University of Vermont.

Indications are that the real problem facing farming is and will be the value of land. For example, Benjamin Hoffman from the State Planning Office writes:

For a typical Vermont Dairy Farmer, the value of land forms about 30% to 40% of the total investment. The value of land and buildings - the combined investment of real property - may range from about 50% to 60% of the total investment. 3

Agriculture provides an extremely important element in this Region's overall economic vitality. Farming has and continues to contribute to manufacturing industry, education service industry, tourism and commerce by providing and maintaining open space for the last 200 years. Open space is an element that brought us here and/or kept us here in an enriched environment. This unmatched contribution to our society is, in addition to farm production, farm supply and service industry, the processing, distribution and marketing component of agriculture, and farmers have accomplished this while dealing with the challenge of topography, soils, temperature, rainfall and variable markets.

In the future, if farming is going to be a continuing part of VERMONT'S heritage, an effort must be initiated to find a solution to the problem of taxation of agricultural lands.

A minor portion of the agricultural business that has come into National prominence in recent years is that of fresh produce. More than ever, individuals are growing their own fresh produce and selling it at roadside stands or in open marketplaces. One such open market operated during the past year in downtown Core area and the gross receipts reached $68,000. In addition to providing a low overhead area to display and sell their items, these open markets bring together a cross section of people necessary to stimulate the local arts and crafts industry. The Region should attempt to encourage open markets and seek to locate these markets in suitable areas. The end result of these efforts will be to stimulate the development of home industries as part of the economic base of the Region.

IV. EDUCATION

While industries such as manufacturing, service and trade are important to the economy of the Region, it must also be remembered that the education facilities of the County are collectively the largest employer. The colleges and university alone employ over four thousand (4,000) people in addition to bringing in a student population estimated to be 10,000 into the area. The effect of this population is that of bringing in "new money" that is distributed in the area through the purchase of goods and services from local merchants as well as providing opportunities for more jobs in a variety of fields. Hence, education must be considered a major contributor to the economic base of the Region.

Future

The growth of industry through building new and expanding plants in the area during the middle 1960's and early 1970's have been outlined. However, in order to determine what course future events will take, it is necessary to examine the elements of diversity-efficiency-growth rates which affect the industrial character of the Region. All three of these elements must be at least partially satisfied to produce a healthy economic base. In 1972 the economy of Chittenden County was moderately well diversified. A comparative analysis of the changes that have occurred in those economic and social sectors which influence industrial development in Chittenden County have shown that the overall climate for industrial growth in the County is optimistic. During the decade of 1960 to 1970, the advantages of an expanding economy became evident, and there are more activities now to continue this expansion than there was in 1960 to start it.

Efficiency of the economic base in the Region can be seen in the ratio of employed persons to the total work force. The Region has been fortunate to escape any major long-term unemployment problem although the recreation and service industries have created a cyclical unemployment problem. To insure a good "efficiency" element, new jobs must be created from new or existing industries. Internally generated investment capital is the vehicle to allow this growth to happen. Last year nearly 80% of the industrial growth that occurred in the State was the result of existing enterprises which expanded their operations. This expansion has provided many new employment opportunities. New industry, however, must be introduced into the economic system to take up the slack if existing industry cannot keep pace with the demand for jobs. The Region must attempt to get "venture capital" from national or international firms in order to cultivate growing and diversified industries. Through this method, the other elements of a viable economy can be satisfied.

In this effort to locate these industries into ideal locations within the Region which will benefit the community, the industry, and promote good land use practices, the development of industrial "districts" may provide the answer. Among some of the benefits to the community from these districts are that they:

(1) permit extension of municipal services economically through concentration in a few specific areas;

(2) provide a guide for industrial operations and prevent undesirable
development within the district, and
(3) broaden the tax base while permitting an efficient method of assessment.

To the industry the benefits include:
(1) the availability of a package plan relieving the industry of the need to develop the site or to handle legal or local negotiations;
(2) provides a flexibility of choice for a site, and
(3) provides a compatibility among firms within the park and between the industrial area and nearby residential community.

Although industrial "districts" have been a viable method of directing industrial growth, it is not a simple process. Within the Appendix is an outline identifying some basic considerations which should be examined before an industrial district is created. Once these industrial districts, along with other sites for industries within the County, become realized, the desperate need for future job opportunities can be approached.

Exhibit #6 illustrates how the total employment for the County will be affected in future decades. The information for these projections comes from the U.S. Census information and represents people who are already on earth and does not include any in-migration factors. Through utilizing the census material one is able to more closely examine the age make-up of the work force. The present 1970 work force - those people between the ages of 20 and 65 - is approximately 45,751 people. As the years of 1975 and 1980 approach, more people in the younger age groups - those people between the ages of 5 and 10 and 10 and 15 - will be entering the work force while others nearing the retirement age will be leaving it.

During the decade of the 1970's, the Region can expect to add a total of approximately 14,000 people to the 20 to 65 age group without any consideration of the net in-migration which is likely to occur. For the decades of the 1980's Chittenden County can expect to add another 15,000 to the same age group. These figures exhibit the necessity for creating well over a thousand new jobs per year for a period of twenty (20) years. The net result, however, is that if Chittenden County is going to provide the job opportunities for residents of the area, continued growth of the economy is essential.

## Exhibit #1

**Chittenden County**

**Fifteen Year Economic Growth**

<table>
<thead>
<tr>
<th>Economic Indicators</th>
<th>January* 1960</th>
<th></th>
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<tbody>
<tr>
<td>Population</td>
<td>$ 74,425</td>
<td>$ 108,000&lt;sup&gt;1&lt;/sup&gt;</td>
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<tr>
<td>Family Income</td>
<td>$ 6,362</td>
<td>$ 10,757&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td>Total Employment</td>
<td>$ 27,127</td>
<td>$ 42,100&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Total Retail Sales</td>
<td>$ 91,000,000</td>
<td>$ 309,839,000&lt;sup&gt;4&lt;/sup&gt;</td>
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<tr>
<td>Bank Deposits</td>
<td>$ 158,682,047</td>
<td>$ 686,505,680&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td>Telephone Subscribers</td>
<td>$ 18,149</td>
<td>$ 36,845&lt;sup&gt;6&lt;/sup&gt;</td>
</tr>
<tr>
<td>College Students</td>
<td>$ 4,954</td>
<td>$ 13,545&lt;sup&gt;7&lt;/sup&gt;</td>
</tr>
<tr>
<td>Effective Buying Income</td>
<td>$ 118,976,000</td>
<td>$ 422,279,000&lt;sup&gt;4&lt;/sup&gt;</td>
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</table>


EXHIBIT #2

Burlington Labor Area

Chittenden County
Grand Isle Town
South Hero Town

WORK FORCE
BY AREA

TOTAL: 204,150

9 Mo. 1975 Average

Vermont Department of Employment Security
Conditions Around the State
EXHIBIT # 3
AVERAGE WORK FORCE SUMMARY, BURLINGTON LABOR AREA $^1$ 1960-1974

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<td>26,500</td>
<td>27,650</td>
<td>28,550</td>
<td>28,950</td>
<td>29,050</td>
<td>31,400</td>
<td>35,500</td>
<td>37,950</td>
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<tr>
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<td>25,200</td>
<td>25,800</td>
<td>27,050</td>
<td>26,950</td>
<td>27,150</td>
<td>30,250</td>
<td>34,500</td>
<td>36,750</td>
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<td>Total Unemployment</td>
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<td>1,850</td>
<td>1,500</td>
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<td>1,900</td>
<td>1,150</td>
<td>1,000</td>
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<td>Unemployment Rate</td>
<td>5.3%</td>
<td>6.7%</td>
<td>5.3%</td>
<td>6.9%</td>
<td>6.5%</td>
<td>3.6%</td>
<td>2.9%</td>
<td>3.1%</td>
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<table>
<thead>
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<tr>
<td>Total Civilian Work Force</td>
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<td>42,600</td>
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<tr>
<td>Total Unemployment</td>
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<td>2,400</td>
<td>2,600</td>
<td>2,450</td>
<td>2,950</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>2.8%</td>
<td>2.8%</td>
<td>3.9%</td>
<td>5.7%</td>
<td>6.0%</td>
<td>5.6%</td>
<td>6.7%</td>
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</table>

$^1$ Burlington Labor Area consists of the eighteen communities of Chittenden County and the Towns of Grand Isle and South Hero.


Note: Since 1970 figures gathered by place of residence rather than by place of work.
EXHIBIT #4

EMPLOYMENT CONCENTRATIONS BY PLANNING AREA

○ = 100 or more employees
● = 50 employees
EXHIBIT # 5
COVERED EMPLOYMENT AND WAGES BY INDUSTRY
CHITTENDEN COUNTY
1960 - 1974

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Agri. &amp; Forestry</th>
<th>Mining &amp; Quarrying</th>
<th>Const.</th>
<th>Manufac- turing</th>
<th>Trans.</th>
<th>Comm &amp; PU</th>
<th>Trade</th>
<th>Finance</th>
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<td>1960</td>
<td>13,729</td>
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<td>4</td>
<td>950</td>
<td>4,990</td>
<td>1,324</td>
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<td>25</td>
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<td>25</td>
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<td>4,876</td>
<td>1,373</td>
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<tr>
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<td>31</td>
<td>32</td>
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<td>1,359</td>
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<td>34</td>
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<td>32</td>
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<td>1,560</td>
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<td>31</td>
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Covered Employment and Wages by Industry (continued)

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<th>Comm &amp; PU</th>
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<td>$3,773</td>
<td>$4,655</td>
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<td>$4,746</td>
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<td>5,850</td>
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EXHIBIT # 6
WORK FORCE PROJECTIONS BY PLANNING AREA
1970 - 1990

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</thead>
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2 Estimated work force equals incoming work force minus outgoing work force.
3 Figures reflect estimates from the 45-54 age group.
# TRANSPORTATION

## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I.</td>
<td>INTRODUCTION TO TRANSPORTATION</td>
<td>66</td>
</tr>
<tr>
<td>II.</td>
<td>GOALS AND OBJECTIVES BY MODE WITHIN INDIVIDUAL PLANNING AREAS</td>
<td>68</td>
</tr>
<tr>
<td>III.</td>
<td>RECOMMENDATIONS</td>
<td>74</td>
</tr>
<tr>
<td>IV.</td>
<td>STANDARDS</td>
<td>78</td>
</tr>
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</table>
I. INTRODUCTION TO TRANSPORTATION

We recognize the need to provide a quality environment for man and his descendants and that a quality environment emanates from good community life. One of the essential qualities of a good community life is a transportation system responsive to the needs of man regardless of economic status, age or disability, that will provide him access to all life support facilities. Our definition of transportation is a method of conveying people, services and goods. Planning for the various modes of transportation, which include pedestrian, automobile, bicycle, truck, bus, train, plane, boat and other motorized and non-motorized vehicles, should be integrated in an economically beneficial manner to satisfy the needs of man and his environment. By means of an integrated transportation system we desire to enhance the viability of our Region by making commercial, industrial and institutional areas more accessible to all modes of transportation, particularly public transportation. In connection with revitalization plans for downtown Burlington, Winooski and other commercial concentrations within the Region, economic growth should be promoted through the provision of public transportation systems. In light of this, we offer the following:

The Goals of our Region are:

1) That those lands best suited to provide the amenities of life, particularly agricultural and residential development, be used for those purposes, and other lands be used for transportation purposes.

2) That major highway corridors should not be located in proximity of people oriented land uses such as residence, recreation or other amenities of life.

3) That expressways and arterial highways be planned primarily for through traffic with the capability of handling present and projected traffic volumes.

4) That collector, local and rural highways be planned to serve primarily local travel desires between residences and industrial, commercial, institutional, social and recreational facilities within the Region.

5) That major destinations within the Region and outside the Region be served by the most economically feasible mode of public transportation.

6) That the public transportation system provide, in the most economical manner, a safe and convenient means of transportation within the Region that is responsive to public needs and desires.
Special concern should be given to the specific needs of the elderly and handicapped.

7) That the public transportation system provide service between concentrated residential areas and areas of employment.

8) That the public transportation system serve all major cultural, recreational, social, educational, commercial and medical facilities within the Region.

9) That the various modes of public transportation within the Region distribute information to the general public describing their particular transportation service.

10) That to the extent feasible, public transportation service should become reasonably competitive with the private automobile in terms of travel time and convenience.

To implement these Goals:

1) We will maintain and update a regional transportation plan that reflects the above mentioned goals.

2) We encourage local officials throughout the Region to take adequate steps in developing the transportation elements of their local comprehensive plans to incorporate the above mentioned goals.

3) We encourage development within the Region through whatever governmental sources are available of transportation systems that are mutually supportive.

4) We encourage local officials responsible for the review and approval of development to incorporate the goals of this transportation plan in their consideration of all development proposals.

5) We encourage local officials responsible for the review and approval of development to consider all proposals relative to their consistency with the goals of establishing proper transportation corridors within the Region.

6) We encourage local officials throughout the Region to take adequate steps to include provision for bikeways and pedestrian ways as an element of their overall transportation plan.

7) We recommend that exceptions to these goals be made only when it can be demonstrated and established conclusively that the greater public good is served by the exception.
II. GOALS AND OBJECTIVES BY MODE OF TRANSPORTATION

WITHIN INDIVIDUAL PLANNING AREAS

Pedestrian

The Goals for Pedestrian travel in the Core, Environ I and Environ II areas of Chittenden County are:

1. Elimination of barriers that obstruct pedestrian use of space.
2. Design and redesign of community commons to enhance pedestrian use.

The Objectives for Pedestrian travel in the Core area of Chittenden County are:

1. Incorporate mall approach within the Central Business District.
2. Incorporate pedestrian movement capability in new and renewed developments.
3. Utilize origin and destination characteristics for planning pedestrian movement.

The Objectives for Pedestrian travel in the Environ I area of Chittenden County are:

1. Incorporate pedestrian movement capability in new and renewed developments.
2. Encourage new developments to consider pedestrian movement capabilities.
3. Utilize origin and destination characteristics for planning pedestrian movement.

The Objectives for Pedestrian travel in the Environ II area of Chittenden County are:

1. Incorporate, within community centers, free and easy access for pedestrians.
2. Encourage new developments to consider pedestrian movement capabilities.

Bus

The Goal for Bus service in the Core and Environ I area of Chittenden County is:

1. To maintain a comprehensive, reliable, convenient, attractive, safe and economical inter and intra-community bus system.

The Objectives for Bus service in the Core and Environ I area of Chittenden County are:

1. Improve intra-community schedules, equipment, facilities and reliability.
2. Increase inter-community and inter-state bus service through schedule expansion and improvement of terminal facilities and equipment.
3. Provide adequate automobile and bicycle commuter facilities at appropriate bus stops.

The Goal for Bus travel in Environ II area of Chittenden County is:

1. Provide rural public transportation capability.

The Objective for Bus travel in Environ II area of Chittenden County is:

1. Encourage the use of public carriers, car pooling, and "outreach" programs to link rural residents with urban facilities.
2. Provide adequate automobile and bicycle commuter facilities at appropriate bus stops.

Rail

The Goal for Rail service in the Core, Environ I and Environ II areas of Chittenden County is:

1. Safe, reliable, efficient intra- and inter-state passenger and freight service.

The Objectives for Rail service in the Core area of Chittenden County are:

2. Daily intra-state passenger service to Rutland and Bennington.
4. Upgrade services, equipment and station facilities.
5. Daily freight pickup and movement.
6. Eliminate grade crossing hazards.

The Objectives for Rail service in Environ I area of Chittenden County are:

1. Maintain adequate freight handling capability and improve services on the Canadian National, Central Vermont Railway, and Vermont Railway, Inc.
2. When and where practical, re-establish passenger service.
3. Eliminate all grade crossing hazards.

The Objectives for Rail service in Environ II area of Chittenden County are:

1. Maintain adequate freight handling capability and improve services on the Canadian National, Central Vermont Railway, and Vermont Railway, Inc.
2. When and where practical, re-establish passenger service.
3. Eliminate all grade crossing hazards.

Air

The Goals for Air service in the Core, Environ I and Environ II areas of Chittenden County are:

1. Provide all weather airport and air navigational facilities adequate to handle scheduled airline passengers, general aviation and air freight service to and from domestic and international destinations.
2. Provide good access to airport and air navigational facilities.
The Objectives for Air service in the Core and Environ II areas of Chittenden County are:

1. Provide accessibility to the air carrier airport by means of an adequate transportation system which provides a reasonable travel time.
2. Provide a system of technical, financial and administrative support to public use airports.
3. Assist in community planning and zoning to maintain airport growth.

The Objectives for Air service in Environ I area of Chittenden County are:

1. Provide adequate taxiways, ramps, terminal area, air freight facilities, crash/fire protection, maintenance capability, and vehicular parking capacity.
2. Acquire required land and/or easements.
3. Provide adequate service areas for general aviation and air passenger carriers.
4. Extend general aviation runway.
5. Increase instrument runway and general aviation runway capacities.
6. Encourage air passenger carriers to increase service to major airports.

Water

The Goal for Water travel in the Core area of Chittenden County is:

1. Provide all weather safe ports and navigational facilities adequate to handle pleasure and commercial transportation.

The Objectives for Water travel in the Core area of Chittenden County are:

1. Provide adequate breakwater facilities and maintenance programs.
2. Provide additional basin and harbor refuge for pleasure boats.
3. Improved access for commercial water uses.
4. Improved facilities for loading and unloading barges with full consideration for environmental safety.
5. In cooperation with the United States Coast Guard, provide improved navigational training programs, public safety awareness, and rescue facilities.
6. Provide recreational boat access to the Winooski River.

The Goal for Water travel in Environ I area of Chittenden County is:

1. Provide all weather safe harbor and facilities for pleasure boats.

The Objectives for Water travel in Environ II area of Chittenden County are:

1. Encourage provision of additional access points for portable boats to bodies of water over twenty acres in size.
2. Provide pleasure craft marinas when and where they are economically feasible on Lake Champlain.
3. Encourage public awareness of marine navigation and safety through training programs.
4. Provide recreational boat access to the Winooski River.

The Goal for Water travel in Environ II area of Chittenden County is:
1. Provide all weather safe harbors and facilities for pleasure boats.

The Objectives for Water travel in Environ II area of Chittenden County are:
1. Encourage provisions for portable boat usage of bodies of water over twenty acres in size.
2. Provide pleasure craft marinas when and where they are economically feasible on Lake Champlain.
3. Encourage public awareness of marine navigation and safety through training programs.
4. Provide recreational boat access to all navigable waters.
5. Improve knowledge of and access to the ferry crossing areas.

Highways

The Goals for Highways in the Core, Environ I and Environ II areas of Chittenden County are:
1. Safe, efficient transportation through an adequate functional roadway and street system. Consider projected socio-economic development needs and support existing and projected land use.

The Objectives for Highways in the Core area of Chittenden County are:
2. Bring roads and streets to acceptable standards.
3. Selective implementation of TOPICS recommendations.
4. Provide additional off-street parking.
5. Encourage the development of exclusive bus lanes.
6. Improve annual maintenance program.
7. Provide scenic vistas.
8. Plan major highway systems away from people oriented land uses such as residences, recreation, agriculture or other amenities of life.

The Objectives for Highways in Environ I area of Chittenden County are:
1. Complete circumferential highway and connecting roads.
2. Improve arterial, collector and local streets.
3. Improve intra-area bus service including developing exclusive bus lanes.
4. Provide off-street parking where appropriate.
5. Selective implementation of TOPICS recommendations.
6. Provide increased maintenance.
7. Encourage central trucking terminal parks to serve the region and improve the transportation needs of long haul carriers.
8. Provide scenic vistas.
9. Direct through traffic away from and around land uses not enhanced by heavy traffic volume.

The Objectives for Highways in Environ II area of Chittenden County are:

1. Upgrade roadway systems where needed.
2. Develop seasonal roads.
3. Provide scenic vistas.
4. Improve arterial, collector and local streets.
5. Direct through traffic away from and around land uses not enhanced by heavy traffic volume.

Bicycles

The Goal for Bicycle travel in the Core, Environ I and Environ II areas of Chittenden County is:

1. To accommodate the demand and to help assure a greater mobility and safety of the bicyclist, both for commuting and recreation.

The Objectives for Bicycle travel in the Core, Environ I and Environ II areas of Chittenden County are:

1. Provide for bicycles within highway design when and where economically feasible.
2. Provide safe routes and adequate facilities for bicycles within the Core, Environ I and Environ II. Consider origin and destination characteristics when planning bicycle routes.
3. Provide a Uniform Bicycle Ordinance.

Other Modes

The Goal for Other Modes of transportation in the Core area of Chittenden County is:

1. Provide a safe, well planned area for recreational type vehicles when economically feasible and in the general public and property owners' interest.

The Objectives for Other Modes of transportation in the Core area of Chittenden County are:

1. Consider non-injurious areas for all-terrain vehicles and snowmobiles.
2. Provide hiking and cross country skiing areas linking the Core to Environ I.

The Goal for Other Modes of transportation in Environ I area of Chittenden County is:

1. Provide safe, well planned areas for recreational type vehicles when economically feasible and in the general public and property owners' interest.

-72-
The Objectives for Other Modes of transportation in the Environ I area of Chittenden County are:

1. Consider non-injurious area for all-terrain vehicles and snowmobiles.
2. Provide hiking and cross country skiing areas linking the Core and Environ II.
3. Preserve existing horseback riding areas and hiking trails. Develop new trails when and where economically feasible.

The Goal for Other Modes of transportation in Environ II area of Chittenden County is:

1. Provide safe, well planned areas for recreation type vehicles when economically feasible and in the general public and property owners' interest.

The Objectives for Other Modes of transportation in the Environ II area of Chittenden County is:

1. Provide safe, well planned areas for recreation type vehicles when economically feasible and in the general public interest.

The Objectives for Other Modes of transportation in the Environ II area of Chittenden County are:

1. Consider non-injurious area for all-terrain vehicles and snowmobiles.
2. Provide hiking and cross country skiing areas linking Environ I, Environ II, and adjacent counties where feasible.
3. Preserve existing, horseback riding areas and hiking trails. Develop new trails when and where economically feasible.
III. RECOMMENDATIONS

Preliminary Highway Recommendations

Historically, highway route number signs have been used as a means of identifying map routes for the traveler normally unfamiliar with local highways. One primary objective of this Plan is to direct through traffic away from and around land uses not directly enhanced by heavy traffic volume. It is our judgment:

1. That through traffic not having origins or destinations within Chittenden County can and should be directed onto the following roadways: Interstate 89 from the Bolton-Waterbury Town Line through Milton; U.S. Route 7 from the Charlotte-North Ferrisburg Town Line to the U.S. Route 7 interchange (Interchange #1) with Interstate 189; Interstate 189 within South Burlington; and U.S. Route 2 from Interstate 89 (Interchange #17) to the Sandbar State Park. We recommend that this be accomplished by appropriate traffic control signing and route identification on the State of Vermont Official Transportation Map.

2. Beginning at Interchange #1 on Interstate 189 that the route designation for U.S. Route 7 appear coincidently with the Interstate 189 route designation; thence U.S. Route 7 and Interstate 189 continuing coincidently in an easterly direction to Interstate 89; thence northerly to the new proposed interchange at Blakely Road in Colchester (Until such time as the proposed Blakely Road Intersection is constructed, U.S. Route 7 will return to its existing location at Exit #16 in Colchester); thence easterly on Blakely Road to its intersection with U.S. Route 7 returning to its existing location in a northerly direction. Further, that the existing U.S. Route 7 within the Core area and Environ I between Interchange #1 on Interstate 189 and the new proposed interchange at Blakely Road and Interstate 89 be redesignated as Alternate U.S. Route 7.

3. Beginning at Interchange #11 with Interstate 89 that the route designation for U.S. Route 2 appear coincidently with Interstate 89; thence U.S. Route 2 and Interstate 89 continuing coincidently in a westerly direction to Interchange #17 in Colchester; thence U.S. Route 2 returning to its existing location. Further, that U.S. Route 2 within the Core, Environ I and Environ II between Interchange #11 and Interchange #17 on Interstate 89 be redesignated Alternate U.S. Route 2.

4. That Alternate U.S. Route 2 where it enters the Core area at the Winooski River Bridge be directed to Colchester Avenue; continuing on Colchester Avenue in a westerly direction to East Avenue; thence southerly along East Avenue to Williston Road; thence easterly along Williston Road to Interchange #11 on Interstate 89.
5. That the present Interchange # 14 on Interstate 89 be signed to indicate South Burlington to the east and the University-Hospital area to the west.

6. That downtown Core area traffic proceeding westerly on U.S. Route 2 be directed to Interchange # 13, Interstate 189, and the Burlington South End Connector.

7. That the Burlington South End Connector be an on-grade urban typical collector street and extend generally in a westerly direction and north of Queen City Park Road across Pine Street; thence continuing westerly of Pine Street and Southcrest Drive in a northerly direction to Home Avenue in the area of Batchelder Street; thence continuing northerly along Briggs Street to Flynn Avenue; thence continuing in a northeasterly direction to Pine Street south of Sears Lane; thence continuing northerly within the Pine Street right-of-way to a location near the Burlington Street Department property; thence northwesterly across Vermont Railroad property to Battery Street and College Street.

8. That the so-called beltline north of existing Route 127 should be studied to determine the best alignment between the northern terminus of Phase IV Burlington Beltline and the proposed new interchange at Blakely Road and Interstate 89; said portion southerly of the Winooski River generally to follow the proposed (Vermont Highway Department) combined lines 27 and 29.

9. That when the appropriate segments of items 7 and 12 hereof are completed, traffic on Interstate 89 with destinations in the downtown Core area should be directed to use Interchange # 13 or the proposed new interchange on Interstate 89 in Colchester.

10. Establish a full access interchange at the present Interchange #13 (Kennedy Drive) on Interstate 89. When this interchange is developed, then the Kennedy Drive intersections with Dorset Street, Hinesburg Road and Williston Road should be reconstructed to provide intersection capacities more consistent with the capacity of the roadway.

11. When recommendation # 10 above is completed, then appropriate signing should be erected to direct that traffic on Interstate 89 with a destination to the Burlington International Airport to use Interchange # 13.

12. That a full interchange on Interstate 89 be developed at its present intersection with Blakely Road in Colchester.

13. That major improvements on U.S. Route 7 north of the Addison-Chittenden County Line and south of Interchange # 1 of Interstate 189 be generally limited to the existing U.S. Route 7 right-of-way.
14. In light that one of the goals of this transportation plan is to direct through traffic away from and around land uses not enhanced by heavy traffic volume, this commission will conduct traffic studies for major roadways within the County. An immediate concern is the need for a possible circumferential by-pass highway around the Village of Essex Junction and a possible frontage road paralleling U.S. Route 7 in South Burlington.

15. That this Commission shall conduct traffic and corridor studies in connection with a possible circumferential collector road tying in the northern terminus of Phase V Burlington Beltline at the Winooski River through Colchester, Essex and Williston to the location of Interchange # 12 on Interstate 89 generally as shown on the transportation map of this Plan.

16. That a new connector street be provided in South Burlington and Williston to serve the new industrial area and that it generally be located between Kennedy Drive at Old Farm Road to Shunpike Road across Muddy Brook; thence southeasterly to South Brownell Road; thence southerly on South Brownell Road; thence south-easterly to Route 2a north of Interchange # 12 on Interstate 89.

Preliminary Local Bus Recommendations

That a comprehensive update of the Five-Year Transit Development Program be conducted by this Commission in cooperation with the Chittenden County Transportation Authority evaluating the following:

1. Based on a study of the existing system, make recommendations for potential new routes or route extensions. Further, recommend a fare structure consistent with the financial capacity of the transit rider and the transit system.

2. Evaluate ridership generated by each route during both off-peak and peak-hour service. Review line-by-line ridership characteristics gathered through the on-board passenger survey conducted by the Chittenden County Regional Planning Commission. Based on these characteristics, forecast potential new ridership for the study period.

3. Recommend operating headways consistent with the desired Level of Transit Service established by the Chittenden County Transportation Authority.

4. Based on recommended headways, vehicle needs (quantity and size) will be determined to carry out the proposed improvements. These improvements will update the recommendations presented in the Barton-Aschman study.

-76-
5. Based on the ridership forecast and the recommended fare structure, potential revenue to the transit system will be estimated.

6. A marketing program will be developed and recommended to the Chittenden County Transportation Authority as a means of maintaining the high level of captive ridership and the potential to attract the maximum number of choice riders. The marketing program recommendations will reflect the ridership characteristics gathered during the on-board passenger survey.

7. An estimate of the capital and operating costs for the improved transit system. The operating costs will reflect additional salaries, maintenance, depreciation, and other necessary expenditures relative to normal transit system operations. Capital costs will basically include expenditures for new vehicles to operate the improved system.

8. Study the feasibility of extension of peak-hour mass transit service to rural population centers of the Region.

**Preliminary Air Service Recommendations**

It is recommended that this Commission maintain, in cooperation with the Burlington International Airport, its consultants, and the Transportation Committee of the Lake Champlain Regional Chamber of Commerce, adequate research and current inventory data necessary to assure that general public air service will be provided with the highest and best quality commensurate with the needs of our growing Region.

**Preliminary Bicycle Recommendations**

It is recommended that this Commission work with local officials and civic groups in the development and adoption of programs to provide for a uniform bicycle ordinance, bike registration and safety courses. Further, that any new highway construction or improvement in our Region include the provision for bikeway, where economically feasible, as part of its overall roadway geometry.

**Other Transportation Needs**

Finally, it is suggested that this Commission develop further recommendations as addenda to this Plan, when appropriate, covering all modes of transportation within the Chittenden County Region.
IV. STANDARDS

Highway Standards

Roadway facilities serve two basic functions: access to abutting property and movement of people, services and goods. Because these functions are complementary, yet often conflicting, a variety of specialized roadway types are needed. Herewith we define the alternative roadway facilities for Chittenden County.

1. Expressways: Expressways represent an "intermediate" type of facility, incorporating many of the design features of freeways, but also including segments comparable to arterial streets. Lane widths, median requirements, sight distances alignment and grades are generally similar to those for freeways; however, expressway design speeds are somewhat slower. (A minimum design speed of 40 miles per hour is recommended in heavily developed areas and 55 miles per hour in outlying areas.) Expressways provide full control of access to abutting properties, thereby precluding marginal land uses and minimizing disorganized urban development. The elimination of marginal interferences, and the minimization of intersectional conflicts enables expressways to achieve high lane capacities. The expressways of Chittenden County are herewith identified as Interstate 89 and Interstate 189.

2. Arterial Streets: The County's arterial streets and highways are important components of the total transportation system serving both as feeders to the Interstate and as principal travelways between major land use concentrations within the County area. They will continue to be a mainstay for local travel. The primary function of an arterial street is traffic service. Consequently, direct land-service functions should be minimized and high standards for curb-cuts and driveways should be applied to protect arterial street capacities. The arterial streets of Chittenden County are herewith identified as U.S. Route 7 and U.S. Route 2.

3. Collector Streets: Collector streets provide both land-service and movement functions. They serve as intermediary feeders between local streets and arterials and primarily accommodate short distance trips. High standards for curb-cuts and driveways should be applied. The County's collector street network is already largely developed. The collector streets of Chittenden County are herewith identified as Route 2a, Route 15, Route 17, Route 116, Route 117, Route 127, Route 128 and Alternate Routes 2, 7.

4. Local Streets: Local streets provide land-service in developed
areas and are also feeders to collector streets. The local streets of Chittenden County are herewith identified as those shown on official municipal maps.

5. **Rural Roadways:** Rural roads are those that provide land-service in outlying areas as well as serving as feeders to collector streets. The rural roadways of Chittenden County are herewith identified as those shown on official municipal maps.

The following page outlines the Suggested General Highway Design Standards Applicable In Chittenden County.
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<th>Design Elements</th>
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<td>30 mph</td>
<td>30 mph &amp; less</td>
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<td>In urban areas</td>
<td>In urban areas</td>
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<td><strong>Sidewalk (s/w)</strong></td>
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<td>In urban areas</td>
<td>In urban areas</td>
<td>Local option</td>
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<td>80' Minimum</td>
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</tbody>
</table>

(1) Total shoulder width includes distance from edge of pavement (travel lane) to shoulder break.
(3) ADT (0-25 = 14' + W) ADT (25-50 = 20' + W) ADT (50-100 = 24' + W)
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. INTRODUCTION TO LAND USE</td>
<td>83</td>
</tr>
<tr>
<td>II. LAND USE DISCUSSION</td>
<td>86</td>
</tr>
<tr>
<td>III. LAND USE CLASSIFICATIONS</td>
<td>89</td>
</tr>
<tr>
<td>IV. LAND USE DESIGNATIONS</td>
<td>96</td>
</tr>
<tr>
<td>V. CONCLUSIONS AND RECOMMENDATIONS</td>
<td>106</td>
</tr>
</tbody>
</table>
I. INTRODUCTION TO LAND USE

We recognize the need to protect what we most value in the human, environmental, cultural and aesthetic characteristics of our Region while meeting the essential needs of our changing population for new or renewed housing, roads, power, community facilities, shopping, recreation, business and industrial facilities. We further recognize that whole communities built or rebuilt today can answer the range of human concerns - social, psychological, financial. In light of this we offer the following:

The Objectives of our Region are:

1) To preserve the character of our Region which has grown out of its unique physical setting and its generally harmonious development, conservation of the physical and social values that characterize our Region should be accomplished by facing squarely the problems of growth and change.

2) To reach a balance between the number of families in our Region and the spaces we have to live in.

3) To establish a pattern of land use which will promote the highest degree of health, safety, efficiency, well-being for all segments of the community.

4) To develop a circulation system - both highway and mass transit - which will provide for safe and convenient movement of people, services and goods within our area and with other parts without the Region, and to insure that such a system will be designed so that trafficways will serve rather than interfere with and destroy the industrial, commercial and particularly the residential areas of the community.

5) To secure for our Region a rightful place in the long-range development of the State of Vermont, by insuring that our Region receives a just proportion of the economic and population growth for the State. At the same time our Region should preserve its unique position as the educational, employment, cultural, retail and wholesale distribution and financial institutions center for the State of Vermont. Our Region will work with her neighboring Regions for sound development of the entire Champlain Valley.
The Goals of our Region are:

1) Orderly and desirable growth within Chittenden County. This goal to be achieved by developing new combinations of political and technical forces -
   a) concerned with ecology;
   b) concerned with the rights of landowners and developers along with responsible government in shaping policy;
   c) concerned with the coordinated and purposeful public services facilities delivery systems.

2) Future growth in relatively compact, well-planned, economically stable whole communities.

3) Location of these new self-sufficient communities on land most suitable for development in conformance with the goals of the Regional Plan.

4) Employment centers related to community development.

5) Rapid renewing of downtown areas.

6) Preservation of major portions of the countryside as permanent open space and preservation of historic settings.

7) Greater application of public transportation and limitation of interstate systems and major highways largely to routes already designed.

8) The maintenance of agribusiness as an integral part of the Regional economy.

To implement these Goals:

1) We recommend that the legislative bodies of the Region (as defined in 24 V.S.A., Section 4303) charge the Chittenden County Regional Planning Commission to develop a specific report and recommendations on inter-governmental services and tax reform for this Region.

2) We recommend and encourage local officials throughout our Region to review their local plans in light of this Regional Land Use Plan and to incorporate, where appropriate, the concepts contained in the above goals and objectives.
3) We recommend and encourage public officials and others in a development review and approval capacity to incorporate these goals and objectives in their consideration of all development proposals.

4) We recommend that development within this Region be channeled into the land use area designated by this Plan.

5) We recommend that those growth units served by public water and sewer services receive the major thrust of new growth within our Region.

6) We recommend that the two new growth units indicated on the Proposed Land Use Map be well planned, whole communities and we encourage their development.

7) We recommend that growth be consistent with the other goals, objectives and policies of this Comprehensive Plan and we incorporate herein by reference said goals, objectives and policies.

8) We recommend that exceptions to these collective goals, objectives and policies be made only when it can be demonstrated and established conclusively that the greater public good is served by the exception.

9) We recommend that the appropriate officials draft and adopt standards which will insure environmentally sound development, rather than standards that discourage or prohibit all development.
II. LAND USE DISCUSSION

As previously stated in the Introduction and elsewhere throughout this comprehensive Plan, the goals of sound planning are affirmative. Nowhere should this optimism be more prominent than in this Land Use section where we, the people of Chittenden County, have the opportunity through intelligent, long-range planning to insure viable, cohesive and liveable communities for ourselves and our offspring. This Land Use Plan is offered as a positive approach to assist in planning for growth of our Region in the next twenty years.

The principles of sound planning have shown that, rather than growing haphazardly, communities and areas can choose the course of their future development. Thus, it is with this sense of choice and renewed commitment that this Plan is offered for inspection and, it is hoped, implementation by the communities of this Region.

To begin, the Land Use Plan presented in this section is a comprehensive, coordinated blueprint for productive living in an environment which accommodates growth to the principles of humanism and cooperation with nature who, after all, has imposed her own design on our Region. Hence, it seemed self-evident to begin with a survey of our natural and human resources. As a guiding principle in the formulation of this Plan, it was decided that all boundaries, institutions, philosophies, etc., would be subjected to the acid test of conformance to the natural and historical dictates of the Region. Thus, in the inventory process, present boundaries and thought structures were cast aside as a basis for a conceptual system when it was shown that they were imposed from without - that is, externally superimposed on the natural order by historical precedent. Thus, by using the litmus of design with nature and our historical traditions, it became increasingly more evident that, as an approach to a region-wide plan, town boundaries were a hindrance (again, in a conceptual sense) to a comprehensive planning approach. Town lines engendered in many instances a parochial view and, worse, artificial concepts which, when amalgamated with neighboring borders, were patently contradictory. Simple superposition of each town's Comprehensive Plan on the County map pointed out the patchquilt nature of such an approach.

In light of these inconsistencies, the building block method of taking existing town plans and combining them County-wide was rejected in favor of taking a fresh look at the County as if there were no boundary lines at all. This point of departure, combined with an extensive inventory of agricultural, conservation, forest, open space, residential, commercial, industrial resources and existing transportation networks conspired to sketch a composite picture of the County which needed only the addition of the palette of a quality life style to complete the work. Accordingly, added to the canvas were such considerations as man's recreational need for hunting, fishing, boating, swimming, camping, hiking, picnicking, his aesthetic need for scenic beauty, vibrant architecture, open space, landscape design, historic and archaeological sites, parks and reserves, his cultural need for art and civic centers, schools, meaningful employment, and his physical need for quality health care delivery systems,
good housing and a clean environment.

What has emerged is a conception of land use planning for the Chittenden Region which represents the needs and desires of a majority of the people of this Region with an implementation plan which will make this blueprint for the future physically, economically and politically possible to achieve.

THE THREE NEIGHBORHOOD CONCEPT

The above process unveiled the view that there are indeed three neighborhoods in Chittenden County.1 There is a central business district and an area containing the bulk of medium-to-high density residential areas and employment centers, including government, financial, higher education and health of the County, generally west of the Winooski River, which we choose to call the Core. The Core has the least amount of land and, at the present time, the greatest density of people per acre. Surrounding the Core is a transition zone which stretches north, south and east of the Core, called Environ I. Environ I contains many existing population centers including residential, industrial and commercial areas, which presently have the necessary life support systems for whole communities which dot the area. Surrounding this is the third neighborhood, Environ II, which extends to the borders of the County. It contains less densely developed whole communities and this area also contains a major percentage of the Region's natural resources.

What this three neighborhood concept tells us, in collaboration with the resource inventory detailed in other sections of this comprehensive Plan, is the simple fact that, beginning from the outside in, Environ II is more fragile and thus more sensitive to development than either Environ I or the Core areas and should therefore be less densely developed. It forms the basis for a majority of our resource and conservation areas. Environ I, containing as it does existing pockets of growth and a viable transportation network has, therefore, the potential of absorbing a greater intensity of development than Environ II. This area will form the basis of new growth units where the existing services are either capable of supporting or have the potential to support future development. This area has, accordingly, been designated to receive a larger share of more intense development than Environ II. Proceeding further inward, the Core region of the County, because of its existing stage of development, should absorb the greatest intensity of development.

THE GROWTH UNIT

The comprehensive Plan, with its three neighborhood concept, bears more fruit than simply indicating which areas of the County should support what percentage of future growth. It contains the seeds of an idea which

1 See a more extensive discussion of this concept in the Introduction, Section I and Population Section II.
form a major element in the Land Use Plan. This element is the conception of the Growth Unit as the basic building block of our future growth. It is the concept of neighborhood, scaled to human occupancy, containing within itself a full range of essential facilities and services for a vibrant and whole community. By concentrating on the neighborhood as the growth unit, the human dimension can be imposed on growth and re-growth whenever it may occur - in rural areas, in small villages and towns, in larger urban and core areas, or in new communities.

To sum up, then, the growth unit will be the unifying element in the strategy of accommodating future growth to our goals for rich and rewarding whole communities in Chittenden County.
III. LAND USE CLASSIFICATIONS

The one, irreducible fact which conspires to shape the Land Use Plan at the outset is the projected population density of Chittenden County by the year 2000. The comprehensive Plan indicates (see Population Section) this population will be approximately 182,000 persons. The first concern of this Land Use Plan, given the three neighborhood constraints discussed above, is how and where these people will settle in the future. As indicated in the Introduction to this section, the majority of this new growth should emanate from existing centers of population on a scale that will engender a sense of neighborhood, a sense of community.

Thus, in order to implement the philosophies espoused in this Plan, the following classifications have been devised. They are first described at some length, then combined on a chart (p. 94) for easy reference of their most salient features. Keyed to these land classifications is a proposed Land Use Map on page 111 which combines all the elements in graphic form.

GROWTH UNIT

The Growth Units 1, 2 and 3 include the lands within and adjacent to existing centroids of population and such other lands as are specifically designated Growth Units 1, 2 and 3 areas within this Plan. Growth Unit 1, 2 or 3 mean areas that have the following characteristics: they have an intensity of development that is significantly greater than the surrounding areas and they may have one or more areas of convenience shopping or facilities providing public and private services to the surrounding areas. Only those lands which generally have few physical limitations for development and can be developed consistent with this Plan and the land's capability shall be included in the Growth Units 1, 2 and 3. For the purposes of establishing intensity of development and use, due consideration has and should be given to the provision of essential services that are or may be required by such intensity and use, such as water and sewer services and fire and police protection. The purpose of Growth Units is to provide areas for whole communities.

NEW GROWTH UNITS

New Growth Units include the lands specifically designated therefor within this Plan. Their general purpose is the creation of two new whole communities without the need for new governmental units, and with special local planning dealing with functional, physical, social and environmental elements of their whole communities. Only those lands which generally have few physical limitations for development and can be developed consistent with special local planning effort and the land's capabilities shall be included in the New Growth Units.
GROWTH CENTERS

Growth Centers include lands as indicated within this Plan. Only those lands which generally have few physical limitations for development and can be developed consistent with the special local planning effort and the land's capabilities shall be included in the Growth Centers. For purposes of establishing intensity of development and use, due consideration should be given to the provision of essential public services that are or may be required by such intensity of development, such as water and sewer services owned and operated by a community, and fire and police protection. The purpose of Growth Centers is to provide for housing, shopping centers, employment opportunities, transient housing with adjacent access to arterial or collector roadways, and other development primarily to serve the needs of the residents of the adjoining areas.

REGIONAL GROWTH CENTER

The Regional Growth Center includes those lands as designated Regional Growth Center within this Plan. The purpose of a Regional Growth Center is to provide for housing, regional shopping centers, employment centers, transient housing, public higher educational centers, health centers, financial centers, governmental centers, cultural centers and necessary support facilities thereof, primarily to serve the needs of this Region, but also to serve the State's residents and visitors.

RURAL AREAS

Rural Areas include all lands not within Growth Units 1, 2 or 3, New Growth Units, Growth Centers, Regional Growth Center, Resource or Conservation Areas, Roadside Areas, Shoreline Areas, Industrial Areas, or Special Conservation Areas and which are generally close to existing communities, or are otherwise convenient to employment and shopping, have few apparent physical limitations for development, and can be developed consistent with the balance of this Plan and the land's capability, or which are already committed for low density residential use. The purpose of Rural Areas is to provide for the development of housing to meet the needs of this Region's residents on lands which are suitable for such development and conveniently accessible to Growth Units and New Growth Unit Areas. Their second purpose is to provide for the development of vacation homes on rural lands where their development of vacation homes will not result in high environmental, economic or social constraints and will be consistent with the orderly development of the community and nearby Growth Unit and New Growth Units under this Plan. As a general rule, the Rural Areas will be the most appropriate location for rural home and second home development which uses cluster planning. The continuation of agriculture or the preservation of agricultural potential of the soils shall be encouraged on the more productive agricultural soils in the Rural Areas.
RESOURCE AREA

The Resource Area includes lands which: generally have potential for agriculture, forestry, or mineral extraction, wildlife and wildlife habitat; and, in addition, may have one or more physical limitations for development; they are not conveniently located to employment and shopping; they do not have direct access to improved public roads; or they include irreplaceable, limited, or significant natural, recreational, scenic, historic, or other resources. The purposes of the Resource Areas are to provide for uses which are compatible with the potential of the land for agriculture, forestry, or mineral extraction, to protect the rural character and scenic resources that form a basis for the outdoor recreational opportunities and the tourist industries, and to benefit the citizens of this Region by protecting irreplaceable, limited or significant natural, recreational, scenic, historic, or other resources including wildlife and wildlife habitat. This Plan delineates the Resource Area based on the adopted Vermont Capability and Development Plan.

CONSERVATION AREA

The Conservation Area includes areas of land generally of a size of five square miles or more which are essentially undeveloped and predominantly forested and generally do not have direct access to an improved public road, and are important for wildlife and wildlife habitat; and, in addition, have one or more of the following characteristics: they have potential for development; they are generally in excess of 1000 feet elevation; they have a high probability of providing significant recharge to ground water supplies; or they include irreplaceable, limited or significant natural, recreational, scenic, historic, or other resources. In addition, to the purposes of the Resource Area, the purpose of the Conservation Area is to protect this Region's backlands because they are valuable natural resources, including wildlife and wildlife habitat. In addition, there are ample lands available elsewhere which are more suitable for intensive development and which can be provided with governmental and public utility facilities and services at far lower cost. We recommend that those lands located within the Conservation Area not be developed until there is a public need for development and governmental and public utility facilities and services can be provided at reasonable cost. This Plan has delineated the Conservation Area based on the adopted Vermont Capability and Development Plan.

ROADSIDE AREA

Roadside Areas include all lands which are located within one hundred feet of the right-of-way of an expressway, arterial or collector highway within a Rural, Resource, Conservation or Special Conservation Area as designated by this Plan. The purposes of the Roadside Area are to regulate development and subdivision along roadways of the kind which imperil highway safety, make wasteful and uneconomic use of land, or are wholly inconsistent with maintenance of the scenic character and quality of the Rural, Resource, Conservation and Special Conservation Areas of this Region. Special considerations of these Areas should be addressed in local plans and by-laws by our communities as well as by proposed developers of these lands herein specified.
SHORELINE AREA

The Shoreline Area includes all lands within one thousand feet of the high water mark of any lake or pond greater than twenty acres in size. In addition, it includes the areas of land lying within one hundred feet from the top of the established bank of any water course. The purpose of the Shoreline Area is to protect the character and quality of the shoreline and reduce the hazards of flooding to life and property. Special considerations of these areas should be addressed in local plans and by-laws by our communities as well as by proposed developers of these lands herein specified.

INDUSTRIAL AREA

The Industrial Area includes the lands specifically designated therefor within this Plan. Only those lands which generally have few physical limitations for development and can be developed consistent with the special local planning effort and the land's capabilities shall be included in these Industrial Areas. The purpose of Industrial Area A is to provide a central location well tied to existing and planned multi-modal transportation facilities for the location and development of wholesale, storage and distribution terminals and facilities of this Region, industrial expansion and major utility facilities development.

The purpose of Industrial Area B is to provide a central location well tied to existing and planned multi-modal transportation facilities for industrial and economic development centers in well designed industrial parks. Industries in Areas A and B are generally envisioned as those having in excess of 150 employees and whose inventory of raw products and/or end products is of significant bulk or volume to require multi-axled (in excess of two) transportation. Industrial employers of 150 people or more and using multi-axled transportation are not restricted to Industrial Areas A and B.

SPECIAL CONSERVATION AREAS

Special Conservation Areas specified by this Plan are the publicly owned lands as of the adoption of this Plan, and known as:

1) Sandbar Waterfowl Management Area and State Park.
2) Underhill Range.
3) Mount Mansfield State Forest.
4) Camel's Hump State Forest and Preserve.
5) Mount Philo State Park
6) University of Vermont Research Forests.
7) Indian Brook Reservoir Property.
8) Saxon Hill Reservoir Property.
9) State Tree Nursery, Old Colchester Road.
10) State Tree Nursery, Pearl Street, Essex Junction.
11) Parade Grounds, Fort Ethan Allen.
12) Winooski Valley Park District.
13) Ethan Allen Park.
14) Leddy Park.
15) Red Rocks, South Burlington.
16) UVM Centennial Woods.
17) UVM Dairy Farm & Research Ctr.
18) East Woods.
19) UVM Horticultural Research Ctr.
20) Shelburne Pond Bog
21) Shelburne Mid Village Park.
22) Essex Town Park Area.
23) Pease Mountain - Charlotte.
24) Johnson Property - Hinesburg.
26) Proctor Maple Research Farm.
27) Colchester Bog.
28) Malletts Bay State Park.
29) Sunderland Brook Area.
DEFINITIONS

For purposes of classification in reviewing the following chart, the following definitions are included:

Convenience Shopping: From the traditional Vermont general store through facilities providing for the sale of convenience goods (food, drugs, and sundries) and personal services (laundry, dry cleaning, barbering, shoe repairing, etc.) for the day-to-day living needs of the Growth Unit.

Growth Units 1, 2, 3
Convenience Shopping:
- Size: Gross Leasable Area Average 50,000 square feet.
- Range: 30,000 square feet to 100,000 square feet.
- Site: Four to ten acres.
- Trade Area: Population 5,000 to 40,000 within six-minute driving time.

Shopping Centers: Convenience goods and personal services as above outlined, plus facilities for the sale of soft lines (wearing apparel - men's, women's, children's) and hard lines (hardware and appliances) and more depth of merchandise available - variety sizes, styles, colors and prices.

Growth Centers
Shopping Centers:
- Size: Gross Leasable Area Average 150,000 square feet.
- Range: 100,000 to 300,000 square feet.
- Site: Ten to thirty acres.
- Trade Area: Population 40,000 to 150,000 people.

Regional Center: Shopping centers, plus providing general merchandise, apparel, furniture and home furnishings in full depth and variety. It is a group of commercial establishments clustered in a contiguous area, usually built around one or more full line department stores.

Regional Growth Center
Regional Center:
- Size: Gross Leasable Area Average 400,000 square feet.
- Range: 300,000 square feet (1/3 to 1/2 G.I.A. is devoted to department stores).
- Site: Thirty plus acres.
- Trade Area: 150,000 to 400,000 people.

D.U.: Is a Dwelling Unit.
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<td>Residential, Convenience Shopping, Industry in Parks provided therefor.</td>
<td>As per local ordinances.</td>
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<td>Yes</td>
<td>Residential, Convenience Shopping, Industry in Parks provided therefor.</td>
<td>As per local ordinances, but not to exceed 6 DU's per acre.</td>
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<td>Residential, Convenience Shopping.</td>
<td>1 DU per 2 acres.</td>
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<td>As designated by local community.</td>
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<td>Residential, Shopping Centers, Industry.</td>
<td>As per local ordinances, generally higher density than surrounding area.</td>
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<td></td>
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<td>Yes</td>
<td>Yes</td>
<td>Residential, Regional Commercial Center, Regional Governmental, Cultural, Industrial and Commerce.</td>
<td>As per local ordinances.</td>
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<td>No</td>
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<td>Industrial, wholesale storage and distribution.</td>
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<td>Residential, agricultural.</td>
<td>1 DU per 5 acres.</td>
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<td>Uses compatible with potential protection of rural and scenic character.</td>
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<td>No</td>
<td>Same as Resource Area, and to conserve backlands as valuable natural resources.</td>
<td>Minimum allowable by State legislation.</td>
<td></td>
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<tr>
<td>No</td>
<td>No</td>
<td>Regulate development that imperils highway safety, no wasteful and uneconomic use of land.</td>
<td>Variable as per planning area.</td>
<td></td>
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<tr>
<td>Yes</td>
<td></td>
<td>Protect quality and character of shorelines, reduce flooding hazards.</td>
<td>Variable as per planning area.</td>
<td></td>
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<tr>
<td>Yes</td>
<td>Yes</td>
<td>Conservation of areas of public investment.</td>
<td>Zero.</td>
<td></td>
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</table>
IV. LAND USE DESIGNATIONS

Described below are the specific areas which have been generically described in Section III, Classifications. The letter keys the area to the Land Use Map for easy reference.

GROWTH UNIT 1A (Burlington)

Beginning at a point created by the intersection of the centerline of the Winooski River with Lake Champlain; thence southerly along the shoreline of Lake Champlain to a point formed by the westerly extension of Kilarny Drive; thence easterly along said extension to its intersection with the Vermont Railway right-of-way; thence southerly along the easterly right-of-way of said railroad to its intersection with the Central Vermont Railroad; thence along the northern right-of-way of the Central Vermont Railroad easterly to its intersection with North Avenue; thence northerly along the easterly right-of-way of North Avenue to a point 500 feet south of Saratoga Avenue; thence easterly therefrom in a straight line a distance of 3000 feet; thence northerly in a straight line parallel to North Avenue at a uniform 3000 feet distance to its intersection with the centerline of the Winooski River; thence westerly along the centerline of the Winooski River back to the point of beginning.

GROWTH UNIT 1B (Colchester-Winooski)

Beginning at a point at the centerline of the Winooski River 4000 feet northerly of the Central Vermont Railroad bridge below the last falls; thence northeasterly in a straight line to the centerline of Route 7 4000 feet northerly of Interstate 89 interchange #16; thence easterly therefrom in a straight line 2000 feet to a point, said point being 2000 feet southerly of Sunderland Brook; thence southeasterly therefrom in a straight line through the intersection of Johnson Avenue and Route 15 to the Central Vermont Railroad right-of-way; thence southwesterly on the Central Vermont Railroad right-of-way to Lime Kiln Road; thence southerly along the eastern right-of-way of Lime Kiln Road to the Winooski River; thence along the centerline of the Winooski River back to the point of beginning.

GROWTH UNIT 1C (Essex Junction)

Beginning at a point on the Central Vermont Railroad right-of-way 1000 feet south of the intersection of Old Colchester Road and the Central Vermont Railroad right-of-way; thence southeasterly in a straight line to a point 1000 feet south of the intersection of Athens Drive and Main Street; thence in a straight line southerly through the end of Maplewood Lane to the centerline of the Winooski River; thence along said centerline westerly and northerly to a point in said River downstream of the Powerhouse where the VELCO Transmission Line crosses the River; thence northerly along said transmission line until the
Central Vermont Railroad right-of-way south of Pearl Street is reached; thence easterly and northerly along said Railroad right-of-way back to the point of beginning. This unit also includes all area within the corporate limits of Essex Junction between Pearl and Lincoln Streets which is not included in Growth Center B.

GROWTH UNIT 1 D (South Burlington)

Beginning at the intersection of the westerly right-of-way of Spear Street and the southern right-of-way of Interstate 189; thence southerly along the westerly right-of-way of Spear Street to its intersection with Swift Street; thence westerly to a point on Swift Street which is 1500 feet west of Spear Street; thence southerly in a line parallel to and 1500 feet west of Spear Street to the South Burlington City line; thence westerly along said City line to Lake Champlain; thence northerly along the shoreline of said Lake to a point which is the westerly extension of Queen City Park Road to the Lake; thence easterly along said extension and southerly right-of-way of Queen City Park Road to its intersection with the southern right-of-way of Interstate 189; thence along said southern right-of-way in an easterly direction back to the point of beginning.

GROWTH UNIT 1 E (Burlington-South Burlington)

Beginning at the intersection of Interstate 89 and Williston Road; thence westerly along the southern right-of-way of Williston Road and Main Street and its westerly extension to the shoreline of Lake Champlain; thence southerly along said shoreline to the westerly extension of Queen City Park Road; thence along said extension and northerly right-of-way of Queen City Park Road to its intersection with Interstate 189; thence along the northern right-of-way of Interstate 189 in an easterly direction to its intersection with the western right-of-way of Interstate 89; thence northerly along the western right-of-way of Interstate 89 back to the point of beginning.

GROWTH UNIT 1 F (Burlington-South Burlington)

Beginning at the intersection of East Avenue and Main Street easterly along the northern right-of-way of Main Street and Williston Road to a point created by its intersection with Hinesburg Road; thence southerly along the eastern right-of-way of Hinesburg Road to its intersection with Kennedy Drive; thence westerly along the southern right-of-way of Kennedy Drive to a point created by its intersection with the eastern right-of-way of Interstate 89; thence southerly and easterly along the northern right-of-way of Interstate 89 to its intersection with Hinesburg Road; thence northerly along the eastern right-of-way of Hinesburg Road and Old Farm Road to its intersection with Kennedy Drive; thence along the eastern right-of-way of Kennedy Drive through Williston Road to Airport Drive; thence northerly along the eastern right-of-way of Airport Drive to its intersection with White Street; thence westerly along the northern right-of-way of White Street to its intersection with Airport Parkway;
thence northerly along the eastern right-of-way of Airport Parkway and Lime Kiln Road to the centerline of the Winooski River; thence westerly along said centerline to the Central Vermont Railroad bridge below the last falls; thence along the Central Vermont Railroad right-of-way and its westerly extension to the shoreline of Lake Champlain; thence southerly along said shoreline to a point created by the westerly extension of Pearl Street; thence easterly along the northern right-of-way of Pearl Street and Colchester Avenue to its intersection with East Avenue; thence along the eastern right-of-way of East Avenue back to the point of beginning.

GROWTH UNIT 2 A (Milton)

Beginning at a point which is on U.S. Route 7 450 feet south of its interception with Town Highway 3; thence in a southeasterly direction to a point on North Street 2250 feet north of Main Street; thence in a southerly direction along North Street to a point on North Street which is 2250 feet south of Main Street; thence in a westerly direction to the intersection of Cherry Street and the Central Vermont Railroad; thence in a southerly direction following the Central Vermont Railroad to a point created by its intersection with Duffy Road; thence easterly along the southern right-of-way of Duffy Road 350 feet to a point; thence southerly in a straight line 3800 feet to a point 350 feet easterly of the Central Vermont Railroad right-of-way; thence westerly a distance of 1150 feet to a point 800 feet westerly in a straight line of the Central Vermont Railroad right-of-way; thence northerly in a straight line 4000 feet to a point 600 feet westerly of the intersection of Duffy Road and the Central Vermont Railroad; thence in a westerly direction to a point which is 3000 feet south of the interception of U.S. Route 7 and Town Highway 49 and 1500 feet west of Middle Road; thence in a northerly direction to a point located on Barnum Street Extension which is 1530 feet west of Route 7; thence in a generally northwesterly direction 1500 feet west of and parallel to U.S. Route 7, said point being 1500 feet west of U.S. Route 7 and 2625 feet south of the intersection of Town Highway 14 and Town Highway 3; thence in a northeasterly direction for a distance of 1500 feet back to the point of beginning.

GROWTH UNIT 2 B (Richmond)

Beginning at a point which is on the Central Vermont Railroad trackage 3000 feet northwest of Bridge Street; thence in an easterly direction to a point which is the centerline of Interstate 89 at the point of its interception with Jericho Road; thence in a southeasterly direction along the centerline of Interstate 89 to the centerline of U.S. Route 2; thence in a southwesterly direction to a point which is 3000 feet east of Thompson Road and 60 feet south of River Road; thence in a westerly direction to a point which is 45 feet west of Thompson Road and 1500 feet south of Huntington Road; thence in a northerly direction back to the point of beginning.
GROWTH UNIT 2 C (Hinesburg)

Beginning at the intersection of Route 116 and School Road, traveling in an easterly direction to the intersection of Richmond Road and Town Highway 39; thence in a generally northerly and easterly direction along the right-of-way of Town Highway 39 to its intersection with Richmond Road; thence easterly along Richmond Road to the intersection of Texas Hill Road; thence southerly along North Road to its intersection with Route 116; thence in a northwesterly direction along Route 116 back to the point of beginning.

GROWTH UNIT 2 D (Shelburne)

Beginning at the intersection of the Central Vermont Railroad and the LaPlatte River underpass; thence in a straight line in a westerly direction to its intersection with the intersection of Harbor Road at the Webb Estate South Gate; thence in a straight line in a southerly direction to its intersection with Bostwick Road, said point being 2500 feet westerly of the intersection of Bostwick Road and Route 7; thence easterly along the southern right-of-way of Bostwick Road to its intersection with Route 7; thence southerly along the eastern right-of-way of Route 7 for a distance of 2000 feet to a point; thence easterly in a straight line to the centerline of the LaPlatte River; said straight line intersecting with and through Mount Philo Road 2000 feet southerly of Marsette Road; thence northerly and westerly along the LaPlatte River back to the point of beginning.

GROWTH UNIT 2 E (Shelburne)

Beginning at the intersection of U.S. Route 7 and the Shelburne north town line; thence in a westerly direction along said Shelburne north town line to the high water mark of Lake Champlain; thence in a southerly direction along said shoreline to the mouth of Monroe Brook; thence in a southeasterly direction along Monroe Brook to a point on Monroe Brook 1200 feet east of U.S. Route 7; thence in a straight line in a northerly direction 1200 feet east of and running parallel to U.S. Route 7 to its intersection with the Shelburne north town line; thence in a westerly direction along said Shelburne north town line back to the point of beginning.

GROWTH UNIT 2 F (Colchester-Essex Town)

Beginning at a point which is on the Central Vermont Railroad right-of-way 4000 feet northwest of Old Colchester Road; thence southeasterly on said Central Vermont Railroad right-of-way to a point created by its intersection with Essex Junction Village line, said point being 1000 feet southerly of the Central Vermont Railroad intersection with Old Colchester Road; thence westerly and northerly along said Village line to its intersection with Susie Wilson Road; thence along the eastern right-of-way of Susie Wilson Road and its southern
extension to the centerline of the Winooski River; thence westerly along the centerline of the Winooski River 2000 feet to a point; thence northwesterly in a straight line to a point created by the intersection of Route 15 and Dalton Drive; thence northwesterly in a straight line 2000 feet to a point; thence northerly in a straight line 7000 feet to the intersection of Kellogg Road and Mill Pond Road; thence easterly in a straight line 4750 feet to the intersection of Indian Brook southern tributary and the Essex Town line; thence along said Indian Brook to its intersection with Susie Wilson Road; thence northeasterly along the northern right-of-way of Susie Wilson Road to and through its intersection with Route 2a and its easterly extension to the Central Vermont Railroad right-of-way and the point of beginning.

GROWTH UNIT 2 G (Essex Town)

Beginning at a point located on the southern right-of-way of Center Road 1200 feet east of Old Stage Road; thence in a straight line in a southerly direction 7000 feet to its intersection with Alder Brook; thence westerly in a straight line 5000 feet to a point, said point being 4000 feet north of River Road; thence southerly in a straight line to a point being the centerline of the Winooski River 2000 feet south of the River Road; thence easterly along the centerline of the Winooski River to its intersection with Alder Brook; thence northerly along Alder Brook to its intersection with River Road; thence along the northern right-of-way of River Road in an easterly direction to the intersection of Sand Hill Road; thence along the eastern right-of-way of Sand Hill Road in a northerly direction to the intersection with Lavigne Road; thence along the eastern right-of-way of Lavigne Road and Perry Drive to Route 15; thence along the southern right-of-way of Route 15 to the intersection of Circle Drive; thence in a straight line in a northerly direction to a point on Browns River Road intercepted by the Browns River; thence in a westerly direction in a straight line to the intersection of Indian Brook Road and Old Stage Road; thence southerly along the eastern right-of-way of Old Stage Road to its intersection with Center Road; thence along the southern right-of-way of Center Road in an easterly direction back to the point of beginning.

GROWTH UNIT 3 A (Westford)

Beginning at a point located on the westerly right-of-way of Brookside Road 1500 feet south of its interception with Town Highway 39; thence along the western right-of-way of Town Highway 39 to its interception with Route 128; thence in a northwesterly direction along said westerly right-of-way to a point 1125 feet north of its interception with Town Highway 39; thence in an easterly direction to a point on Huntley Road, said point being 1125 feet north of Cambridge Road; thence along Cambridge Road in a northeasterly direction to its intersection with Town Highway 27; thence along Town Highway 27 in a southerly direction to its intersection with Town Highway 15; thence along the prolongation of Town Highway 27 in a southerly direction to a point which is 1125 feet east of Route 128; thence in a westerly direction back to the point of beginning.
GROWTH UNIT 3 B (Jericho-Underhill)

Beginning at a point which is the intersection of Route 15 and Cully Hill Road; traveling in a westerly direction along Cully Hill Road to a point which is 1500 feet west of Route 15; thence generally in a southerly direction 1500 feet west of and parallel to Route 15 to a point which is the northern extension of Browns Trace 1500 feet north of Route 15; thence in a southerly direction to Route 15 to the intersection of Browns Trace and Route 15; thence in a southerly direction on Browns Trace to a point 1500 feet south of Route 15; thence in a northeasterly direction to a point on Pleasant Valley Road; said point being 3000 feet east of Route 15; thence in a northerly direction to the intersection of Poker Hill Road and Delaire Road; thence in a westerly direction back to the point of beginning.

GROWTH UNIT 3 C (Jericho)

Beginning at a point which is located on Route 15 at the Essex-Jericho Town boundary; thence in a southeasterly direction to the intersection of Skunk Hollow Road and Plains Road; thence in an easterly direction to the intersection of River Road and the southern terminus of Lafayette Drive; thence in a northeasterly direction to a point on Packard Road, said point on Packard Road being 3000 feet south of Route 15; thence in a northerly direction along Packard Road to a point, said point being the extension of Packard Road in a northerly direction for a distance of 750 feet north of Route 15; thence in a generally westerly direction running 750 feet north of and parallel to Route 15 to the Essex-Jericho Town boundary, the point of beginning.

GROWTH UNIT 3 D (Bolton)

Beginning at the underpass on U.S. Route 2 and Interstate 89; thence in a southerly direction to the Central Vermont Railroad right-of-way; thence westerly along said railroad right-of-way a distance of 4000 feet; thence northerly to the southern right-of-way of Interstate 89; thence along said southern right-of-way of Interstate 89 in an easterly direction to the above mentioned underpass; thence through said underpass to a point created by U.S. Route 2 and the northern right-of-way of Interstate 89; thence westerly along said northern right-of-way to a point which is 1500 feet westerly of Bolton Valley Road; thence northerly 1500 feet westerly of and parallel to Bolton Valley Road a distance of 1000 feet north of the northern right-of-way of Interstate 89; thence in an easterly direction 1000 feet north of and parallel to the northern right-of-way of Interstate 89 for a distance of 10,500 feet; thence southerly to the northern right-of-way of Interstate 89; thence easterly along said northern right-of-way back to the underpass and the point of beginning.
GROWTH UNIT 3 E (Charlotte)

Beginning at the intersection of U.S. Route 7 and Ferry Road, traveling in a generally northerly direction a distance of 4000 feet; thence in a westerly direction to a point on the Vermont Railway trackage 4000 feet north of Ferry Road; thence in a southerly direction along the Vermont Railway trackage a distance of 8000 feet; thence in an easterly direction to a point on U.S. Route 7 4000 feet south of Ferry Road; thence in a northerly direction to the point of beginning.

GROWTH UNIT 3 F (Colchester)

Beginning at a point which is the intersection of U.S. Route 7 and Pond Brook; thence easterly along Pond Brook to its intersection with East Road; thence in a southerly direction along the eastern right-of-way of East Road and the eastern right-of-way of Town Highway 27 to a point intercepted by Indian Brook; thence westerly along said Indian Brook to its intersection with U.S. Route 7; thence northerly along the western right-of-way of U.S. Route 7 back to the point of beginning.

GROWTH UNIT 3 G (Williston)

Beginning at the intersection of Route 2a and the centerline of the Winooski River; thence westerly along the centerline of the Winooski River 3000 feet to a point; thence southeasterly in a straight line to its intersection with the intersection of Allen Brook and North Brownell Road; thence along the eastern right-of-way of North and South Brownell Road to its intersection with a point 1500 feet south of Route 2; thence in an easterly direction parallel to and at a uniform 1500 feet distance south of Route 2 to its intersection with Route 2a; thence northerly along the eastern right-of-way of Route 2a to its intersection with the northern right-of-way of Route 2; thence easterly along the northern right-of-way of Route 2 for a distance of 2500 feet to a point; thence northerly parallel to Route 2a at a uniform depth of 2000 feet to the centerline of the Winooski River; thence westerly along the centerline of the Winooski River back to the point of beginning.

GROWTH UNIT 3 H (Williston)

Beginning at the intersection of Mountain View Road and Old Stage Road; thence in a southerly direction along Old Stage Road and Tower Lane to the right-of-way of Interstate 89; thence in an easterly direction along said right-of-way to its intersection by South Road; thence in a northerly direction to a point on the Governor Chittenden Road, said point being 3000 feet east of North Williston Road; thence in a westerly direction along Governor Chittenden Road and Mountain View Road back to the point of beginning.
NEW GROWTH UNIT A (Colchester)

Beginning at a point created by the intersection of Blakely Road and Lakeshore Drive; thence extending in a westerly direction 2000 feet on said Lakeshore Drive; thence extending in a southerly direction for a distance of 3800 feet; thence extending in a southeasterly direction in a straight line to the intersection of Blakely Road and Charlie Williams Road; thence running along the southern right-of-way of Charlie Williams Road to Lakeshore Drive; thence southerly along the eastern right-of-way of Lakeshore Drive to the point of beginning.

NEW GROWTH UNIT B (St. George)

Beginning at a point on the westerly right-of-way line of Route 2A 2500 feet northerly of its intersection with Route 116; thence in a westerly direction a distance of 1550 feet to a point located 500 feet east of Route 116 and 600 feet southeast of the intersection of Pond Road and Route 116; thence in a northerly direction a distance of 2250 feet to a point which is located 950 feet east of Route 116 and 2100 feet east of Route 2a; thence in an easterly direction a distance of 2100 feet to the western right-of-way of Route 2a; thence southerly along said right-of-way back to the point of beginning.

GROWTH CENTER A (Winooski)

Beginning at the intersection of Newell Lane and Weaver Lane southerly along the eastern right-of-way of Weaver Lane to the intersection of East Allen Street; thence in an easterly direction along the northern right-of-way of East Allen Street to its intersection with Barlow Street; thence in a southerly direction along the eastern right-of-way of Barlow Street to a point which is the rear lot lines of those lots fronting on East Center Street; thence in an easterly direction along said back lot lines to the intersection of East Center Street and East Street; thence southerly along the eastern side of East Street to the centerline of the Winooski River; thence along the centerline of the Winooski River in a westerly direction to a point created by the extension of the eastern property line of New England Telephone; thence in a northerly direction along said lot line to a point on Malletts Bay Avenue and the intersection of Central Vermont Railroad right-of-way; thence easterly along the southern right-of-way of the Central Vermont Railroad to a point on that right-of-way created by the northern extension of the eastern right-of-way of Weaver Lane; thence southerly along such extension and eastern right-of-way of Weaver Lane back to the point of beginning.
GROWTH CENTER B (Essex Junction)

Beginning at the intersection of Pearl Street and Susie Wilson Road; thence northerly 200 feet along the southeastern side of Susie Wilson Road; thence in a southeasterly direction parallel with Pearl Street until the easternmost limit of the Essex Junction Shopping Center is reached; thence in a northerly direction in a straight line to the end of Prospect Street; thence in a straight line northwesterly to a point 1000 feet south of the intersection of Old Colchester Road and the Central Vermont Railroad; thence following the said Railroad right-of-way in a southerly direction to its intersection with Main Street; thence continuing along said Railroad right-of-way in a westerly direction to a point which is the prolongation of the eastern right-of-way of Susie Wilson Road; thence in a northerly direction along said extension back to the point of beginning.

GROWTH CENTER C (South Burlington)

Beginning at the intersection of Interstate 89 and Route 2; thence easterly along the southern right-of-way of Route 2 to its intersection with Hinesburg Road; thence southerly along the western right-of-way of Hinesburg Road to its intersection with Kennedy Drive; thence along the southern right-of-way of Kennedy Drive westerly to the eastern right-of-way of Interstate 89; thence northerly along said eastern right-of-way back to the point of beginning.

REGIONAL GROWTH CENTER (Burlington)

An area of land bounded as follows: on the north by Pearl Street and Colchester Avenue, on the east by East Avenue, on the south by Main Street and on the west by Lake Champlain.

INDUSTRIAL A (Williston)

Beginning at the intersection of Route 2a and Interstate 89; thence in an easterly direction along the northern right-of-way of Interstate 89 a distance of 3750 feet; thence in a northerly direction to the intersection of Redmond Road and Mountainview Road; thence northerly along the eastern right-of-way of Redmond Road a distance of 5000 feet; thence in a northeasterly direction to a point on the Central Vermont Railroad which is 3450 feet west of North Williston Road; thence northerly to the centerline of the Winooski River; thence westerly along the centerline of the Winooski River to a point which is 5000 feet north of Mountainview Road and 2000 feet east of Route 2a; thence southerly 2000 feet east of and parallel to Route 2a to its intersection with Route 2; thence westerly on the southern right-of-way of Route 2 2500 feet to its intersection with Route 2a; thence southerly along the eastern right-of-way of Route 2a back to the point of beginning.
Beginning at the intersection of Hinesburg Road and the northern right-of-way of Interstate 89; thence easterly along the northern right-of-way of Interstate 89 to its intersection with the western right-of-way of South Brownell Road; thence northerly along the western right-of-way of South and North Brownell Road to its intersection with Allen Brook; thence westerly in a straight line to the intersection of White Street and Airport Drive; thence southerly along the eastern right-of-way of Airport Drive, Old Farm Road and Hinesburg Road back to the point of beginning.
V. CONCLUSIONS AND RECOMMENDATIONS

A. REVIEW

The Land Use Plan presented is a blueprint for a quality environment for this Region which accommodates and channels future growth in a cohesive and orderly fashion. For purposes of review, following in tabular form is a list of principle features of the Plan which have been dealt with at length in previous sections of the Land Use Plan.

This Plan:

1) Channels mixed housing density types, etc., in Growth Units 1, 2 and 3, New Growth Units, Growth Centers, the Regional Growth Center, Rural Areas, Resource Areas and Conservation Areas. This Plan encourages housing of all types and park use along the banks of the Winooski River within Growth Unit 1.

2) Channels industrial uses at varying intensities in parks provided therefor within Growth Units 1 and 2, New Growth Units, Growth Centers, the Regional Growth Center, and Industrial Areas.

3) Channels commercial uses at varying intensities within Growth Units 1, 2 and 3, New Growth Units, Growth Centers and the Regional Growth Center.

4) Directs agricultural and forestry activities in areas where the soils types suggest good or high potential for agricultural or forestry activities without regard to area designation.

5) Channels uses in harmony with our human and natural resources which enables the delineation and preservation of Rural Areas, Resource Areas and Conservation Areas.

If each developer and community considers their needs and their neighbor's needs within the framework of these guidelines, our Region will grow in a cohesive and orderly fashion.
B. RECOMMENDATIONS

In order to insure that the proposals outlined in this section will be feasible, the following four sets of recommendations are offered:

I. To the developer and to those whose responsibility it is to review development, the following development criteria are presented:

1) Will not result in undue water or air pollution. In making this determination it shall at least consider: the elevation of land above sea level; and in relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal; the slope of the land and its effect on effluents; the availability of streams for disposal of effluents; and the applicable health and water resources department regulations.

2) Does have sufficient water available for the reasonably foreseeable needs of the subdivision or development.

3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized.

4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result.

5) Will not cause unreasonable congestion or unsafe conditions with respect to use of the highways, waterways, railways, airports and airways, and other means of transportation existing or proposed.

6) Will not cause an unreasonable burden on the ability of a municipality to provide educational services.

7) Will not place an unreasonable burden on the ability of the local governments to provide municipal or governmental services.

8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas.

9) Is in conformance with a duly adopted capability and development plan, and land use plan when adopted.
10) Is in conformance with any duly adopted local or regional plan or capital program under Chapter 117 of Title 24 V.S.A.

II. Recognizing technology and change are a part of our society and in those limited instances where law required a development proposal to be consistent with this regional Plan and a specific development proposal is outside an area recommended for that type of proposal, the Commission establishes the following magnitudes of development standards for its review in an effort to expedite consideration of development:

a) Residential Development: Applications for development of a residential project proposing a number of dwelling units equal to one percent of the population of the community based on the 1970 Census. See table, page 110, Magnitude Of Development Standards.

b) Commercial Retail Development: Applications for development of a commercial retail project proposing more than 20,000 square feet of enclosed area.

c) Office Development: Applications for development of an office project proposing more than 20,000 square feet of floor area.

d) Industrial Development: Applications for development of industrial projects proposing to employ more than twenty-five employees or proposing more than 20,000 square feet of floor area.

Procedures for Regional Planning Commission consideration of development proposals under a) through d) above shall be contained in the adopted by-laws of the Chittenden County Regional Planning Commission, as amended. Development of a lesser magnitude than these standards and outside an area recommended for that type of development will be deemed consistent with this Plan.

III. To implement some of the concepts of this Land Use Plan, recognizing that certain types of development have an effect on the environmental and public resources beyond the boundaries of a village, town or city, we are recommending that there be established, after enabling legislation, a regional policy-making organization. Further, we are recommending that tax reform within this Region is necessary to accommodate certain aspects of this Land Use Plan.
IV. We recommend our Proposed Land Use Map (page 111) for the Chittenden Region. These recommendations are offered with the full understanding that plans should be flexible enough to accommodate changes in technology, institutions and patterns of behavior without rendering the entire proposal invalid. In other words, we look at the Plan not as a finished monument cast in concrete, but rather the beginnings of a new blueprint developed by all the citizens of this County which will guide us to our future.
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<th>Town</th>
<th>Population</th>
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<tbody>
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<td>427</td>
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<td>Burlington</td>
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<tr>
<td>Essex Junction Village</td>
<td>6,511</td>
<td>65</td>
</tr>
<tr>
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This is a photo reduction. Official Map is on file at the CCRPC Offices.
IMPLEMENTATION