

Official Map - Community Facility Descriptions

DRAFT 4 – 2/22/19 – for 3/27/19 Planning Commission public hearing

Future Intersection Improvements

(see 2014 Route 116 scoping study for details on #1-5)

1 – Route 116, CVU Road turn lanes & signal improvement – In process. Active State Agency of Transportation project with funding and preliminary plans. Projected time horizon: culvert improvements in 2019; new lanes, signals, and project completion in 2020.

2 – Route 116, Riggs Road roundabout or alternative – No project specific studies conducted to date (i.e., still needs scoping), but recommended in the 2014 Route 116 scoping study. A key intersection impacting development plans for properties on both sides of Route 116. See conceptual master plans for the Blomstrann property (east side) and Haystack Crossing property (west side).

3 – Route 116, Mechanicsville Road restricted turning, enhanced crosswalks – Alternatives identified by VTrans as part of the Town and Act 250 review of the proposed Hannaford project. The Town identified restricted turning at peak hours as a preferred option for Hannaford to mitigate traffic issues at this intersection. An enhanced crosswalk across Route 116 is also needed, as well as a standard crosswalk across Mechanicsville Road to connect to the future sidewalk north of the intersection (east side of Route 116).

4 – Route 116, Silver Street roundabout or alternative – No project specific studies to date (i.e., still needs scoping), but recommended in the 2014 Route 116 scoping study after planned improvements are made to the signal phasing at the Route 116, Charlotte Road intersection.

5 – Route 116, Buck Hill Road roundabout, splitter island, crosswalk – No specific studies to date (i.e., still needs scoping), but recommended in the 2014 Route 116 scoping study. A key village entry point where improvements can help slow drivers and make them aware that they are entering the village, while also providing pedestrian connectivity from the village sidewalk system (west side of Route 116) to Buck Hill Road and the adjacent trail system on the east side of Route 116. Intersection changing from three-way to four-way with a new private road on the west side to access a new 24-unit development (under construction in 2019).

6 – Mechanicsville Road, Commerce Street four-way stop or alternative – No project specific studies to date (i.e., still needs scoping). Currently a two-way stop, but may require a change to a four-way stop or an alternative when there is new development or an increase in traffic volume in the Residential 1 zoning district.

7 – Richmond Road, North Road four-way stop or alternative – No project specific studies to date (i.e., still needs scoping). Currently a two-way stop plus a curving segment that allows Richmond Road traffic to avoid the intersection. Presents opportunities to consolidate traffic movements, improve safety, and reclaim road areas for park or green space.

8-9 – Reserved – for future intersection improvements.

Future Roads & Road Improvements

Relatively wide future road improvement areas shown on the Official Map are to allow flexibility in road geometry and to encourage sinuosity in the road layout to help reduce vehicle speeds.

10 – Haystack Road Improvement – From Shelburne Falls Road to south of stream. Improve existing road: adjust width (if necessary), add a bike lane, add sidewalk, add street trees, add traffic calming (if necessary).

11 – Haystack Road Extension – South from existing road to future East/West Recreation Road. A new road to serve future development in the Village Northwest zoning district. Important features: width appropriate for on-street parking (possibly both sides) and a bike lane; sidewalk (likely both sides) – some potentially wider than five feet; traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

12 – Recreation Road (East) – West from Route 116 to Haystack Road Extension. A new road to serve future development in the Village Northwest zoning district. Important features: non-linear roadway to slow vehicles; width appropriate for on-street parking (possibly both sides) and a bike lane; sidewalk (likely both sides) – some potentially wider than five feet; traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

13 – Recreation Road (West) – West from Haystack Road Extension to the Bissonette Recreation Area. A new road to serve the municipal recreation area and future development in the Village Northwest zoning district. Important features: width appropriate for limited on-street parking (likely only one side if at all) and a bike lane; sidewalk (likely both sides); traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

14 – Patrick Brook Crossing Road (North) – South from Recreation Road across Patrick Brook and its 100' riparian buffer. A new road and stream crossing to connect the Village and Village Northwest zoning districts. Patrick Brook crossing anticipated to require a large box culvert – large enough to accommodate large storm events and aquatic organism passage (likely a bit larger than existing box culvert under Route 116 which is undersized). This will entail significant permitting and cost. Important features: width appropriate for a bike lane, but otherwise narrowed to reduce impacts on Patrick Brook; no on-street parking within the riparian buffer area; sidewalk or multi-use path (possibly on just one side of the road); street trees.

15 – Patrick Brook Crossing Road (South) – South of the Patrick Brook riparian buffer to Farmall Drive Extension. A new road to serve future development in the Village zoning district and to connect to the Village Northwest zoning district. Important features: width appropriate for on-street parking (possibly both sides) and a bike lane; sidewalk (likely both sides) – some potentially wider than five feet; traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, sinuous road layout, etc.); street trees.

16 – Farmall Drive Extension – Extension of Farmall Drive West of Kaileys Way. A new road to serve the future development in the Village zoning district. Important features: width appropriate for limited on-

street parking (likely only one side) and a bike lane; sidewalk (likely both sides); traffic calming to favor pedestrian movement and safety (e.g., stop-controlled or roundabout intersections, multiple crosswalks, crosswalk bulb-outs, pedestrian refuge islands on road centerline, etc.); street trees.

17 – Farmall Drive Improvement – Existing western portion of Farmall Drive between future Farmall Drive Extension and Stella Road Extension. Improve existing road: retain existing 24’ width; prohibit on-street parking; add a crosswalk to Fredric Way; consider making one-way or adding traffic calming to slow speed and favor pedestrian movement and safety (e.g., signage, plow-friendly speed humps, etc.); retain existing sidewalks and street trees.

18 – Stella Road Extension – South of Farmall Drive across the Canal and behind the Cheese Plant to Stella Road. A new road and/or bike/pedestrian infrastructure to provide village connectivity outside of the Route 116 corridor. Crossing the Canal anticipated to require significant infrastructure - sufficient to accommodate large storm events. This will entail permitting and cost. This connection will serve bikes and pedestrians. Whether it also serves vehicular traffic will depend on development proposals for the area, permitting issues, cost to the Town, and the overall public interest. Important features: width appropriate for a bike lane, but otherwise narrowed to reduce speeds and reduce impacts on the Canal and existing development; no on-street parking; sidewalk or multi-use path on just one side of the road.

19 – Stella Road Improvement – South of the Cheese Plant to Charlotte Road. Improve existing road: adjust width (if necessary), add a bike lane, add sidewalk on one side, add street trees.

20 – Cheese Plant Road Improvement – West of Route 116 to Stella Road. Improve existing road/drive: adjust width (if necessary), extend sidewalk on one side, add traffic calming to favor pedestrian movement and safety while ensuring continued access for Cheese Plant businesses. Consider making this a one-way road (no Stella Road through traffic). Formalize intersection with Stella Road for safety and functionality.

21-29 – Reserved – for future road improvements.

Future Community Facilities

Shape and size shown on the Official Map and noted below are approximate.

30 – Route 116 Linear Green/Park (approximately 5.0 acres) – At least 100’ wide from the west edge of the Route 116 right of way. To provide room for a multi-use recreation path that will take a curvilinear form from Patrick Brook to the Route 116, Shelburne Falls Road intersection. Also to accommodate complimentary infrastructure including shade trees, benches, public art, small gathering places, etc.

31 – Central Park West & Community Center (approximately 2.55 acres) – To become the western side of a park at the center of the Village Northwest zoning district, with connection from Route 116 and community facilities A & C to the Bissonette Recreation Area. Park to include robust amenities to encourage community use – e.g., benches, picnic tables, playground facilities, shade trees, public art, bocce courts, volleyball courts, hard surface courts (e.g., tennis and/or pickle-ball, basketball), etc. Also to accommodate room for a future community center (e.g., multi-generational center) or indoor recreational center that could benefit from sharing existing parking with the Bissonette Recreation Area.

32 – Central Park East (approximately 1.38 acres) – To become the eastern side of a park at the center of the Village Northwest zoning district, with connection to Route 116 via sidewalks or other pathways.

Park to serve as more of a gathering space with fewer recreational facilities than described for community facility “B”. Including appropriate amenities – e.g., benches, picnic tables, gazebo/shelter, shade trees, public art, etc.

33 – Overlook Park (approximately 2.82 acres) – A park at the height of land in the Village Northeast zoning district to provide a unique community gathering place affording views overlooking the village area. Connected to the west via trails to a future sidewalk along the east side of Route 116, and to the east via a trail along and around the hillside to CVU Road. Park amenities to include benches and interpretative displays (e.g., identifying village features in the view) in the open portion of the hillside, and trail connections in the wooded portions.

34 – Commerce Park & Wetland (approximately 4.8 acres) - A mix of community facilities and wetland preservation/enhancement. See the Lot 15 Committee’s January 3, 2012 analysis report for details on possible community uses – e.g., wetland preservation, walkways, gathering spaces, playground, recreation court space, open air theater, civic building and associated parking.

35 – Walkers Respite (approximately 1611 square feet) – A small-scale area with seating and shade trees for users of the Mechanicsville Road sidewalk (west side of road).

36 – Mechanicsville Neighborhood Park (approximately 2.55 acres) – A developed park with open and wooded spaces, adjacent and connected to the Town Cemetery. Robust amenities to encourage neighborhood use and engagement of the larger Hinesburg community – e.g., benches, picnic tables, gazebo/shelter, playground facilities, shade trees, public art, hard surface courts (e.g., tennis and/or pickle-ball, basketball), bicycle pump track, etc. Connected to Town trails to the southeast (e.g., Sullivan Trail, Lavigne Hill Road). NOTE – Also connected to Mechanicsville Road via future public roads and sidewalks – not shown on the map due to uncertain locations to be determined as part of any development plan for the portion of the property between the park and Mechanicsville Road.

37 – Richmond Road Park (approximately 0.75 acre) – A small developed park with recreational facilities at the terminus of the future Richmond Road sidewalk, and at the existing Green Mountain Transit bus stop. Recreational amenities to encourage neighborhood use – e.g., playground facilities, gazebo/shelter, shade trees, public art, benches, etc. Also to include a small parking area for shared use – i.e., bus stop, limited park and ride, etc.

38-39 – Reserved – for future community facilities.

Future Stormwater Treatment Locations

(see 2015 Feasibility Study by VHB and Milone & MacBroom – Opportunities to Manage Transportation – Related Stormwater Runoff)

40 – Route 116 detention area - North of gas station. Collect and treat stormwater from Route 116 ditch (runoff from road and adjacent commercial areas).

41 – Lyman Park detention or bioretention area – Along existing swale and northwest corner of Lyman Park. Note – Relocated from the position identified in the 2015 study (along Lyman Park Road) to capture stormwater from more sites, to have a location with more space, and to utilize more Town-owned property.

42 – HCS bioretention area – North of lower Hinesburg Community School parking lot, and south of existing bioretention area (Silver Street rain garden). Treat runoff from school roof and parking lots.

43 – CVU detention or bioretention areas – Between CVU recreation fields and along upper parking lot. Treat runoff from fields and parking lot.

44 – Cheese Plant detention and pre-treatment pond – Convert old sewer lagoon into stormwater pre-treatment pond. Treat runoff from Route 116 and existing Cheese Plant site.

45 – Cheese Plant treatment area – Larger area to treat runoff from the Cheese Plant site before it enters the adjacent stream and the LaPlatte River. Possible enhanced/constructed wetland.

46 – Lyman Park bioretention – Existing swale from Lyman Meadows condominiums along south side of Lyman Meadows Park. Improve swale for additional bioretention.

47 – Richmond Road treatment area – Collect and treat runoff from Richmond Road before it enters the adjacent stream. Town-owned parcel.

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