

VERMONT INTERSTATE INTERCHANGE



Planning and Development DESIGN GUIDELINES

Vermont Department of Housing and Community Affairs

Chris Cochran

Department of Housing and Community Development

April 2, 2019



5340



I-91, Fairlee



Montpelier, 1975



I-89 Exit 4 (Randolph), 1991



WILLISTON



SUMMARY OF FY 2018 IMPACTS

13.1 M

AVERAGE ANNUAL
VISITORS

\$2.8 B

ECONOMIC IMPACT

\$391 M

TAX REVENUE GENERATED

\$1,450

TAX SAVINGS TO EVERY
VERMONT HOUSEHOLD

\$2.6 M

PROGRAM DOLLARS
INVESTED







I-89 Exit 12 (Williston), 1975



DE

..... 2B
..... 4B
..... 5B

VERMONT

100 children
show their cows
at 4-H Dairy Day,
Towns, 4B

WEDNESDAY, AUGUST 15, 2001 · METRO EDITORED SHAMY 660-1862 or (800) 427-3124 · PAGE 1B

Deal limits Exit 17 development

Gov. Dean leads effort to conserve 25-acre parcel

By Tom Zolper
Free Press Staff Writer

MONTPELIER — Gov. Howard Dean's personal intervention has preserved from development a 25-acre parcel off Interstate 89's Exit 17, but the future of remaining open land around the exit rests with local officials.

The state formally agreed last month to pay \$335,000 to the private owners of the 25-acre tract, Richard Feeley and Phil George, in return for a promise that they will never develop the site.

Dean lobbied for the deal, concerned that the tract could become an eyesore to motorists passing on U.S. 2

and I-89, said Ronald Tofani, director of property management for the Building and Grounds Department.

Dean has worried about over-development at highway intersections in Vermont, but this was the first time he pushed to spend public money to shield an exit.

"This came from the No. 1," Tofani said.

The deal also limits what Feeley and George can do on their adjacent 65 acres, although local officials familiar with the agreement said proposed zoning for the area would have nearly the same effect.

The Colchester Planning Commission has recommended that all the land around the exit be zoned for a mixed light industrial and residential use instead of the current industrial zoning. The Colchester Selectboard

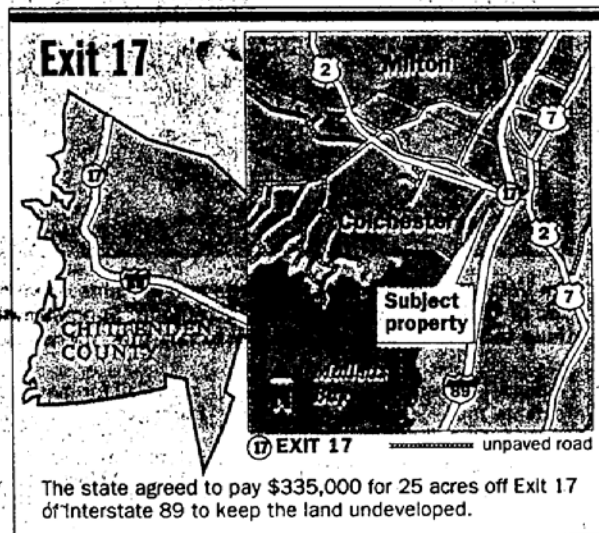
is expected to hold a public hearing next month before making a decision.

The fate of Exit 17 land also depends heavily on whether the town connects sewers to the area or provides another waste disposal option. The town is hiring a consultant to study the options.

The 25 acres, which will be protected through a conservation easement, was considered a key to the aesthetics of the area, Tofani said. Feeley said at least half of the tract is open field, and the remainder woodlands.

The site had been on the market for several years, according to Tofani. Feeley said he was holding off on a sale while he talked on and off with the state for about four years.

The land was assessed at \$200,000, but the appraiser for the state, Fred Blais, estimated it was worth \$315,000



Although the deal limits the landowners in what they can build on their nearby 65 acres, it would allow them to build a septic field and an access road on the 25 acres to serve development on the larger parcel, which has limited septic and access options.

"It's significant for the larger parcel to be viable," said Harlan Lackman, chairman of the Colchester Planning Commission, of the septic provision.

Feeley said without a waste disposal option other than septic he wouldn't be able to build much on the larger tract. If the town brings sewer or another significant disposal method to the exit he would build perhaps a business park, or homes, or a combination.

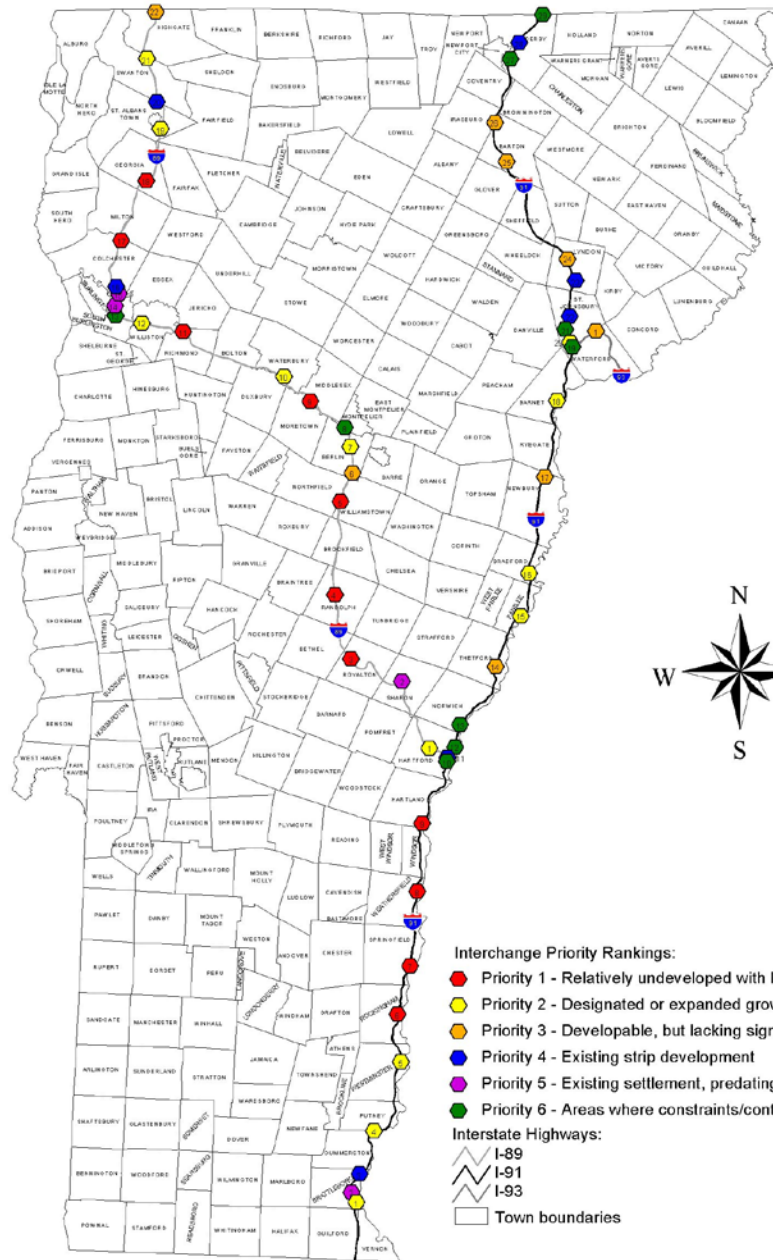
because it could sell within a year or two. Feeley said interest in the tract was increasing as industrial land at Exit 16 diminished.

Some town leaders previously said the 25 acres had

little market value because it has no sewer hookup. Blais said in his appraisal that the site could be approved for a small warehouse or other structure that used a septic system.

Contact Tom Zolper at 229-9141 or tzolper@bfp.burlingtonfreepress.com

Priority Ranking



Planning and Design Guidelines

Planning Guidelines

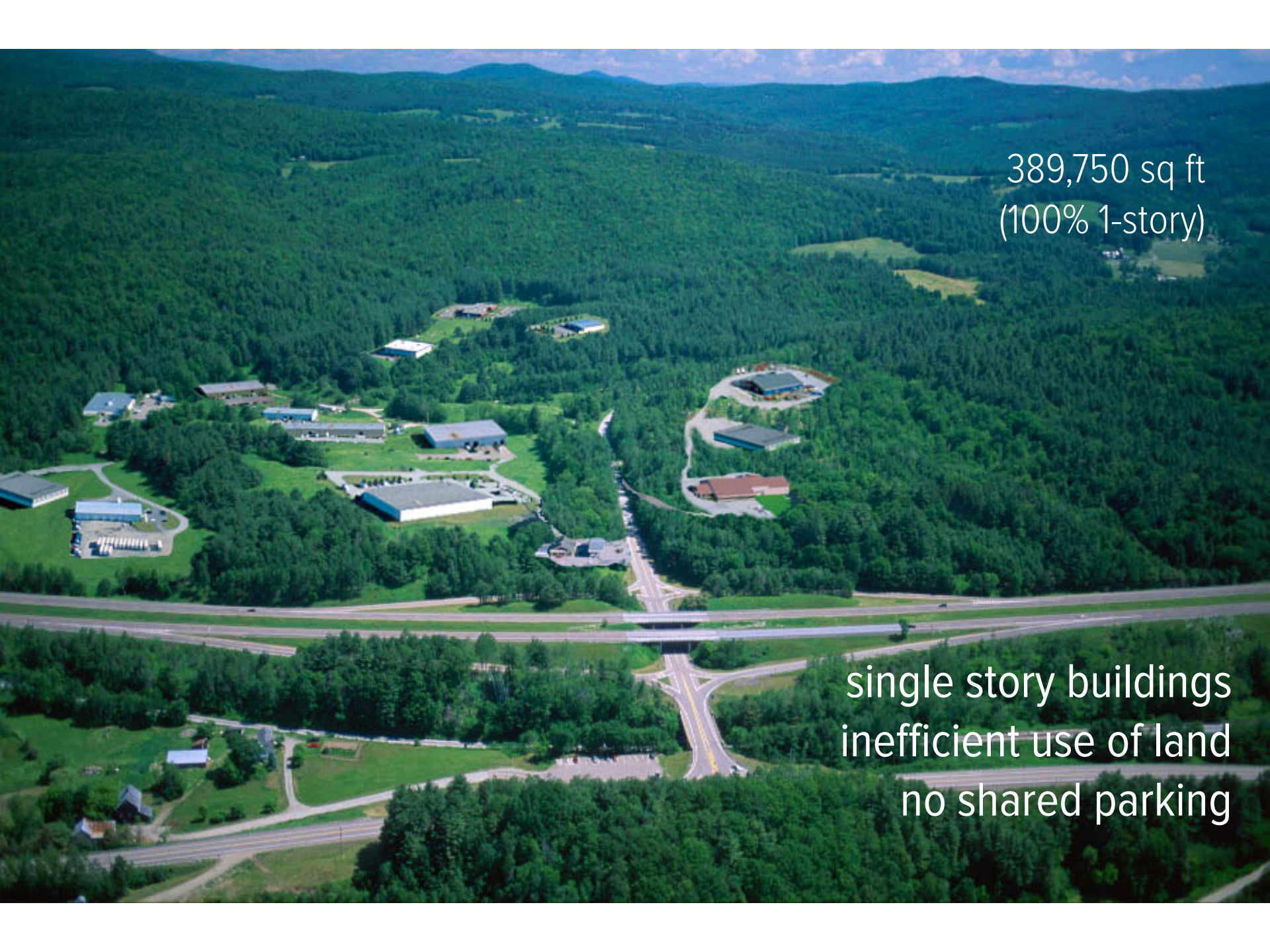
- Existing Conditions – existing buildings, uses, infrastructure
- Planning Considerations – traveler services, relation to existing center
- Planning Strategies – bylaws, master plans, access management

Design Guidelines

- Vermont Context – nearby village, strip development, connector road
- Access Management – curb cuts, service roads, shared parking
- Site Development Concepts – siting, building, and landscaping

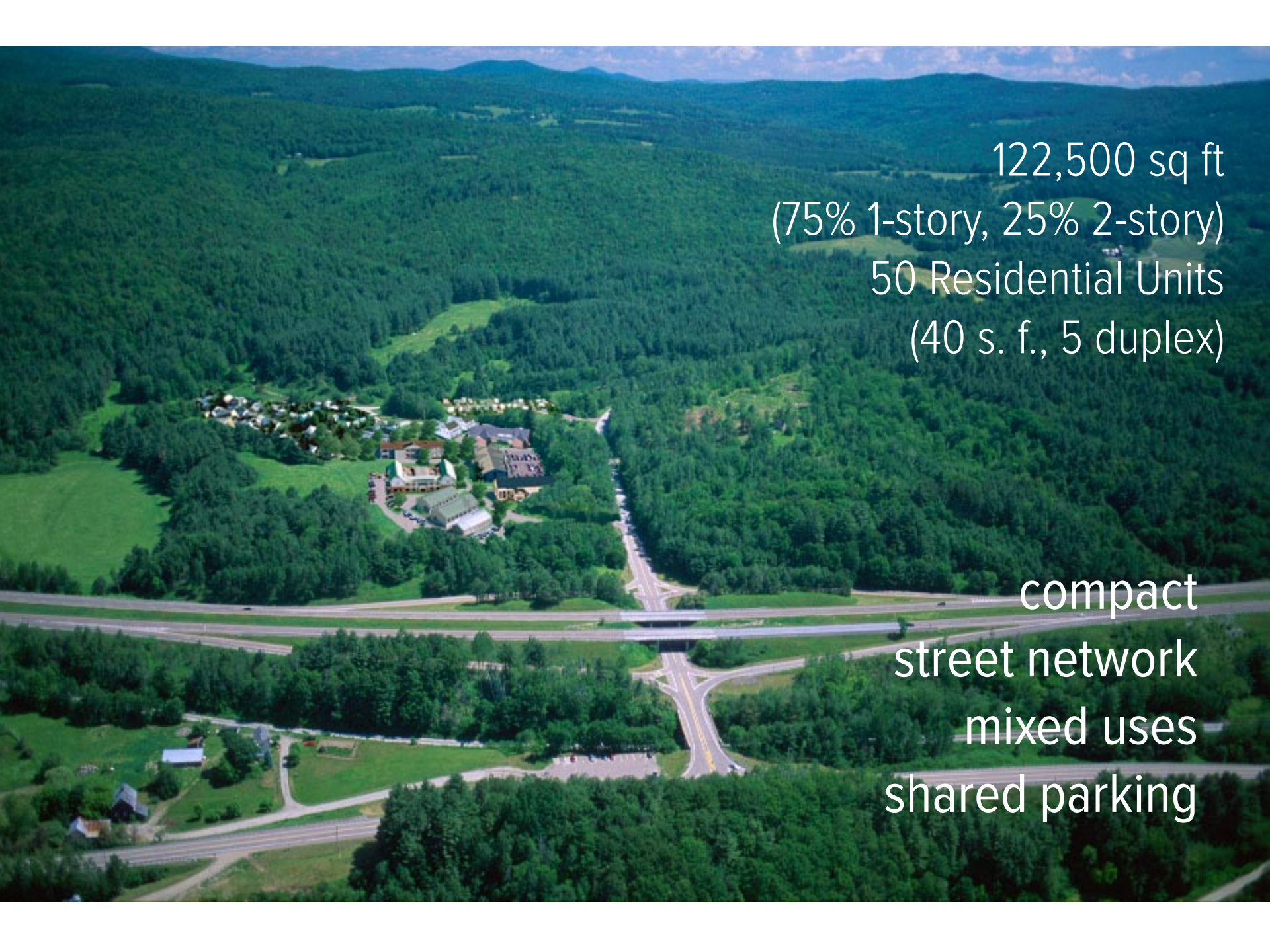


I-89 Exit 9 (Middlesex)

An aerial photograph of a campus situated in a lush, green, hilly landscape. The campus consists of numerous single-story buildings with various roof colors (blue, grey, brown) scattered across the terrain. A multi-lane highway with an overpass runs horizontally across the lower middle of the image. A road leads from the highway to the campus, and several parking lots are visible, each associated with a specific building, indicating a lack of shared parking. The surrounding area is densely forested, and the overall impression is one of inefficient land use.

389,750 sq ft
(100% 1-story)

single story buildings
inefficient use of land
no shared parking



122,500 sq ft
(75% 1-story, 25% 2-story)
50 Residential Units
(40 s. f., 5 duplex)

compact
street network
mixed uses
shared parking

Planning and Design Guidelines

- helped communities and regions prepare policies specific to the unique setting and context of each of the state's 52 interchanges
- provided general recommendations on siting, building, and landscaping at interchange locations
- promoted good planning at the local and regional level
- **Not designed for regulatory purposes**

I-89 Exit 1 (Quechee)



I-89 Exit 4 (Randolph)

