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January 25, 2023

Vermont Downtown Development Board c/o Chris Cochran, Director Community Planning and Revitalization Vermont Department of Housing and Community Affairs National Life Building, 6th Floor Drawer 20 Montpelier, VT 05620

RE: Town of Colchester's New Town Center Designation Renewal Request

Dear Members of the Vermont Downtown Development Board:

I am pleased to provide you with a request for renewal of the town's New Town Center Designation. This designation was first granted in July 2007 and was most recently renewed in December 2014. Enclosed are materials documenting how we meet the requirements of the September 2022 Application Guidelines for New Town Center Designation, pursuant to 24 V.S.A. § 2793b.

As outlined in the town's initial application, the Severance Corners Village Center has worked towards serving the role of a landmark community node which has embraced smart, walkable, sustainable growth patterns in its planning and development to date. This area is one of the limited geographies in town served by both municipal sewer and water which has enabled a compact design of mixed-use buildings and lots which offer access to vital housing for the town and region. While this has been building towards a gateway to the rest of Colchester's land use diversity, it remains pleasantly human-scaled and is complimented by public amenities and open spaces.

This New Town Center is the cornerstone piece of a larger designated Growth Center which includes the four quadrants at the intersection of Route 2 &7 with Blakely Road, and which serves the region north of Burlington and Winooski with connections to Milton and Essex. This broader growth center includes multiple properties within the town's General Development 3 district and is uniquely subject to carefully crafted form based codes that lend to a collaboration between form and function.

The other quadrants have only recently begun to realize their growth potential, modeling the compact, walkable, and context sensitive design of the more established NTC area at the southwest quadrant. Several buildings in the southeast quadrant are currently under construction with several more having been permitted. Governor Scott celebrated a recent groundbreaking of



an income restricted building under construction by Champlain Housing Trust. A proposal is currently being considered in the local development review process for the northeast quadrant; this proposal would provide more than 600 mixed-income, "missing middle" housing units, comingled with spaces for retail services, senior adult housing, and preschool education. These planned, smart growth projects, and their future residents, will be made possible by the benefits afforded to them under the growth center designation.

This application upholds the vision and commitments from prior requests and approvals. It also goes further by addressing any prior apprehensions related to community civic uses within the designated New Town Center. It is our sincerest intent and hope to utilize the benefits of this designation to continue to proudly serve as the community focal point and gateway, while laying the best path possible for the services, employment and housing that is so critically needed in the region.

Should you have any questions, concerns, or requests regarding this application please feel welcome to contact me using the information below. We look forward to working with you and the Board on a successful application.

Sincerely,

Cathyann LaRose, AICP

Cathyann Las Done

Planning and Zoning Director

Contact for Renewal Application:

Cathyann LaRose Director of Planning and Zoning Town of Colchester 781 Blakely Rd Colchester, VT 05446 802.264-5602

clarose@colchestervt.gov



Application Materials:

In support of the application for renewal, we submit the following to address the requirements of 24 V.S.A. § 2793b and the Renewal Application Guideline Checklist.

Renewal Application Guidelines - Renewal Checklist

- 1. **Cover Letter,** including:
 - ☑ Name of the Municipality.
 - ☑ Name, address, daytime phone number and email address of the primary contact person for the application.
 - ☑ A list of documents included in application.

See attached Index of Documents and URL links.

✓ Verification that the regional planning commission and the regional development corporation have been notified of the intent to apply.

Letters were provided via the USPS and electronic communication to the Chittenden County Regional Planning Commission and the Greater Burlington Industrial Corporation. Please see attached copies, labeled accordingly.

2. Authorization from Town or Village Selectboard or Trustees

☑ Minutes, municipal resolution or signatures of the legislative body showing that the renewal application has been authorized by the municipality.

The application was reviewed by the Selectboard at their noticed meeting of January 24, 2023. A signed resolution is attached. Meeting minutes will be supplemented when they are available.

3. Confirmed Planning Process

☑ Letter from the regional planning commission, stating that the municipality's planning process is "confirmed" under 24 V.S.A. §4350.

We are grateful to have received this confirmation on 12/15/2022 from Charlie Baker at the Chittenden County Regional Planning Commission. Please see the attached document, labeled accordingly.

4. Community Investment Agreement

☑ A community investment agreement that has been executed by authorized representatives of the municipal government, businesses, and property owners within the district, and community groups with an articulated purpose of supporting New Town Center interests remains effective. (If the original remains current, an updated agreement is not required.)



The original agreement is current and is included. Please see attached copy, labeled accordingly.

☑ A map of the designated New Town Center meeting the land area requirement of 2793b (b)(A). (See map requirements on the following page.)

Two maps are attached. One shows the New Town Center and Growth Center in larger context while the other provides a closer look at the New Town Center inset.

5. Planning Requirements

☑ A current municipal center plan (an articulated vision for the New Town Center).

The 2019 adopted Colchester Town Plan clearly articulates a strong vision for the town center. As early as the first page of the robust plan, aptly located within a paragraph titled "Our Community", the document notes that the town lost its historic downtown (now Winooski) and seeks to prioritize Severance Corners as the new town center for the future. Pages 12-14 of the plan further articulate the vision of the area as a core of balanced uses showcased in form-based buildings and ample public water and wastewater service.

A comprehensive, ambitious, and illustrative master plan was included as part of the 2007 initial application, detailing all aspects of the vision, including architecture, pedestrian facilities, density, public realm components, transportation, streetscapes and landscapes.

I am pleased to share that with every year, and certainly with every Board update and designation renewal, the articulated vision becomes more realized. As-built conditions remarkably mirror the original master plan, excepting a small percentage of the area which has not yet been built while awaiting roadway improvements, or which cannot be built due to natural resource or impervious coverage (state stormwater regulation) constraints.

- ☑ Adopted bylaws and ordinances that implement the plan including:
 - ☑ An official map adopted according to 24 V.S.A. §4421.

The town's official map was first effective in March 2004 and was last amended on April 19, 2017. A copy is attached and labeled accordingly.

☑ A design review district or other regulations that adequately control the physical form and scale of development.

Article 4.03 (attached) of the Colchester Development Regulations provides specific requirements to the General District 3/Severance Corner Form Based District, the zoning district within which the entirety of the New Town Center rests. These regulations are form-based and are carefully crafted towards



development that is "characterized by higher-density, mixed-use, multi-story buildings that can accommodate retail, office, commercial, light industrial, civic and residential uses [with] buildings set close to the sidewalk with entrances, storefronts and windows facing the street."

☑ Regulations enabling high densities that are greater than those allowed in any other part of the municipality.

There is no maximum residential density within the zoning district. Comparatively, residential densities in other districts range from 1 residential dwelling unit per 25 acres in agricultural zones to approximately 10 residential dwelling units on 1 acre in the GD2 (mixed use) district.

☑ Regulations enabling multistory and mixed use buildings and mixed uses which enable the development of buildings in a compact manner.

See previous note with respect to the GD3/SCFBC district; see also the attached excerpt from the Colchester Development Regulations. The subject area has achieved significant build-out, with several mixed use buildings, all of which are efficiently and compactly settled.

☑ A clear plan for mixed income housing in the new town center.

Residential units within the New Town Center reflect a range of housing sizes and rates and offer differing ownership types. Some units are separately- owned condominiums while others are rented through a management company. Units include studio, one- and two-bedrooms. Single-residence, detached units are not available, as is appropriate given the goal of high-density, compact use within the designated area. Assessed values for condominium units are below county market rates for comparable sized units. Several buildings had been designated as dormitories for a local pharmacy college.

☑ A capital improvement program, or a capital budget and program showing a clear plan for providing public infrastructure within the center, including facilities for:

The FY23-FY28 Capital Budget Program is attached. All items are included, most within several major projects. Again, as the area for the NTC is now 15 years in development since its original approval, with most of the area built out, the infrastructure was funded and constructed long ago. Still, adequate provisions for ongoing maintenance of and commitment to these critical components will remain.

- ☑ Wastewater
- **☑** Stormwater
- ☑ Public Space
- ☑ Lighting
- ☑ Transportation including public transit, parking, and pedestrian amenities.



☑ Evidence that civic and public buildings do exist, or will exist in the center, as shown by the capital improvement plan or the capital budget and program, and the official map.

As discussed, acknowledged and accepted via vote as part of the Town's Growth Center renewal in 2019, the public green with associated amenities, notably the gazebo, has continued to grow in its role as a community center with civic use. The town formally acquired the title to the green and gazebo in June 2019. The town has also signed an agreement with the area property owner for perpetual maintenance, repair and capital facilities replacement (copy attached). Pandemic restrictions and staff turnover initially delayed planned public use of the green and gazebo, but 2022 saw significant successes in community utilization of the space.

In 2022, Colchester's Burnham Memorial Library added another "Little Library" at Severance Corners to accommodate the growing need of residents and businesses looking to exchange or drop off library books at Severance Corners. For over five years, the library has also been partnering with the daycares at Severance Corner on various outreach including Storytime reading to their children, book collections and swaps and more.

Colchester emergency services departments held separate community events at the space which were well attended by area children. In the fall, the town hosted its first Colchester Corners Autumnal Market, which was an incredible success. Local vendors were given free spaces to share their talents and goods, while residents of the area and region shopped, played games, listened to music, participated in a community art project and explored the area. Some walked, drove cars, or arrived by bicycle.

Holiday lights in the area are amongst the most prolific in the region and the property owner has partnered with the town's recreation department to visit afterschool programs. People from all over town stop by to walk the paths while admiring the lighted cement mixer on display for several winter months.

☑ Evidence that any private or municipal sewage system and private or public water supply serving the proposed new town center are in compliance with the requirements of 10 V.S.A. chapters 47 and 56, and that the municipality has dedicated a portion of any unallocated reserve capacity of the sewage and public water supply necessary to support growth within the proposed new town center. If no public water or sewer exists respond to requirements of 24 V.S.A. § 2793b (b) (2) (H).

As the area for the NTC is now 15 years in development since its original approval, with most of the area built out, the infrastructure has largely been constructed. Still, adequate and substantial public sewer treatment capacity remains for both the New Town Center and its larger Growth Center. Approximately 330,000 GPD is assigned to the growth center area. The property (Severance Corners Village Center) that makes up the entirety of the New Town



Center has purchased approximately 67,000 GPD of this, as of December 2022. Accounting for other purchases and allocations in the area, more than 216,000 GPD remains. This far exceeds even the most aggressive potential build out of the New Town Center area.

6. Progress

☑ Describe highlights or any outstanding achievements over the past eight years in meeting the New Town Center Definition in §2791 (11):

"New town center" means the area planned for or developing as a community's central business district, composed of compact, pedestrian-friendly, multistory, and mixed use development that is characteristic of a traditional downtown, supported by planned or existing urban infrastructure, including curbed streets with sidewalks and on street parking, stormwater treatment, sanitary sewers and public water supply.

Since Winooski's split from Colchester in 1922, Colchester has been left without a downtown, infrastructure or focus for development. The new town center at Severance Corners was designated to fill that void. This area has seen an increase in commercial and residential form-based code development and incorporates pedestrian characteristics. The pedestrian participation in walking, biking and jogging, along with a steady stream of dog walkers, has only increased over the years and was especially evident during the pandemic as so many of the residents were working remotely. This increase has remained stable despite the relaxing of pre- and post-pandemic regulations.

Since the 2015 review, three new residential buildings have been constructed, providing an additional 129 homes, adding to the 328 previously constructed and occupied.

More than 25,000 square feet of commercial square footage on the property serves the area. Over the years, we have also seen expansions of daycares, service industries and the growth of McGillicuddy's on the Green, a very successful locally-owned restaurant that has been operating for more than 10 years. Where previously that location wasn't successful, the increase in the NTC's other residential and commercial development has met a critical mass and afforded them a successful business model.

☑ Provide any maps, plans, graphics or photos that illustrate the progress made, such as new buildings or facilities.

A photo essay of these events highlighted above and within the New Town Center is attached. The Town of Colchester remains committed to the continued use of this area as a community gathering space and for community events. We are considering a summer concert series, additional outdoor markets, and more



recreation, library and emergency service department events, all to be held on the green or within the gazebo.

☑ Please describe how you have met any imposed conditions on your authorization from the Downtown Board.

Colchester continues to meet all elements of its original and successive NTC approvals. The last requirement imposed was for the inclusion of the community investment agreement, which was submitted and accepted as part of the 2014 renewal.

☑ Provide an overview of the town's future plans, goals and strategy for implementation over the next five years.

Colchester has strategically planned, allocated and maintained infrastructure to this area as a priority growth area. Transportation, water, wastewater and an upgrade to the intersection within the four quadrants is planned by VTrans in the next several years. This improvement will address not just vehicular traffic, but will include bike lanes and public transportation (bus) pull offs. A second quadrant is currently under construction, with a third in advanced planning stages. While these parcels are outside the New Town Center geography, we know that increased mixed-use density in the immediate area will contribute to the successes within the NTC

☑ Describe any major obstacles encountered in meeting that definition or the New Town Center requirements.

As previously noted, this area of the New Town Center has been successful and is nearly built to the limitations of the property. When asked what limitations prevent further growth in the area, particularly for new homes or non-residential economic development, the biggest barrier appears to be the limitations of impervious surfaces under state stormwater permitting. The authors of this application are not prepared to speak to the technicalities or details of this limitation, only to share that it is the obstacle most cited when asked why the area isn't fully developed and what appear to be unused, low quality open spaces remain.

☑ What changes to utility & infrastructure provision/needs as they relate to the New Town Center have occurred since last renewal?

The town continues to monitor for utility and infrastructure needs of the area in order to plan ahead and continue to ensure that housing and economic development needs are met in a timely manner. This includes transportation planning and water and wastewater infrastructure.



- ☑ List any benefits that were derived from the New Town Center designation.
- ☑ Which program incentives have been most useful?
- ☑ Which program incentives need improvement?
- ☑ Are there new incentives that would help the municipality better achieve its goals?
- ✓ Are there any actions stakeholders could take to make improvements to this program?

In response to the five program assessment questions asked above, the town is proud to say that we share the same goals that are the central tenets of the New Town Center (and Growth Center). Even before, and even without the official designation, Colchester had recognized and planned for an area that concentrates infrastructure, celebrates multimodal access, promotes neighborhood walkability, provides increased housing opportunities and economic growth. As a municipality, we have championed high density, form-based, context sensitive growth, regardless.

The benefits so far have largely served private applicants by reducing costs and time requirements. These are significant incentives and we are happy to play a role in facilitating them. While the benefits associated with a TIF district were not a timely fit for Colchester and we have found other mechanisms for funding water, sewer and transportation improvements, the town nevertheless supports the legislation and believe there are significant benefits for other communities.

7. Presentation to the Board

☑ The applicant is required to give a 10 minute presentation for the Downtown Board describing the municipality's plans for the New Town Center. The presentation does not need to be in Power Point but the option is available.

Representatives from Colchester will be prepared to highlight progress in the New Town Center, and discuss potential for continued in-fill growth and provisions of housing and economic services.

☑ Overview – Summary of progress made and obstacles encountered in implementing the New Town Center (referring to responses under #6 above).

Representatives will be prepared to address these as they apply.

8. Map Requirements - Cathyann to include

A color map delineating the boundary of the New Town Center district, clearly showing the buildings and properties that are within the New Town Center district. In most cases, an orthophoto should be used as the base map, with the information below superimposed over it:



- ☑ Streets identified by name
 ☑ Significant buildings identified
 ☑ North arrow, scale and current date
- ☑ Property boundaries
- ☑ Zoning Map should be included as a separate map



Included Attachments

(in order of attachment and the stated requirements of the 2022 Renewal Application Guideline Checklist)

- a. Letter notifying Chittenden County Regional Planning Commission (CCRPC) of Colchester's intent to apply for renewal of designation
- b. Letter notifying Greater Burlington Industrial Corporation (GBIC) of Colchester's intent to apply for renewal of designation
- c. Selectboard Authorization cover sheet with meeting minutes
- d. Selectboard Resolution authorizing application
- e. Letter from CCRPC stating that the town's planning process is confirmed
- f. Signed Community Reinvestment Agreement
- g. Map of New Town Center area in context of municipal boundary and designated Growth Center
- h. Map of New Town Center at zoomed scale
- i. Town of Colchester Official Map with New Town Center inset
- j. Town of Colchester Official Map
- k. FY23-FY28 Capital Budget Program
- l. Selected chapters of the adopted Colchester Development Regulations which demonstrate form based code requirements and density allowances in the New Town Center
- m. Photo compilation of events held at the town green and gazebo

Referenced or Supportive Web Links

- a. Town of Colchester website: https://colchestervt.gov/
- b. Colchester Development Regulations: https://colchestervt.gov/157/Regulations
- c. Adopted 2019 Town Plan: https://colchestervt.gov/DocumentCenter/View/5975/2019-Town-Plan-ISSUU
- d. Town Maps: https://colchestervt.gov/171/Maps
- e. Town Economic Development initiatives: https://colchestervt.gov/312/Economic-Development



www.colchestervt.gov

December 16, 2022

Mr. Charlie Baker Executive Director Chittenden County Regional Planning Commission 110 West Canal Street, Suite 202 Winooski, VT 05404-2109

RE: Town of Colchester's Intent to Request New Town Center Designation Renewal

Dear Charlie:

On behalf of the Town of Colchester, in accordance with the requirements outlined in the September 2022 Application Guidelines for New Town Center Designation, and pursuant to 24 V.S.A. § 2793b, the Town of Colchester herein declares its intent to apply for renewal of its New Town Center. This designation was first granted in July 2007 and was most recently renewed in December 2014.

As outlined in the town's initial application, the Severance Corners Village Center has worked to become a landmark community node which embraces smart, walkable, sustainable growth patterns in its planning and development. This area is uniquely served by municipal sewer and water which has enabled a compact design of mixed use buildings and lots which offer access to vital housing for the town and region. While this has been building towards a town center, opening to the rest of Colchester's land use diversity, it remains pleasantly human-scaled and is complimented by public amenities and open spaces.

It is our sincerest intent and hope to utilize the benefits of this designation to continue to proudly serve as the community focal point while laying the best path possible for the services and housing that is so critically needed in the region.

Should you have any questions, concerns, or requests regarding this application please feel welcome to contact me. We intend to keep the CCRPC apprised as our application progresses.

Sincerely,

Cathyann LaRose, AICP

Planning and Zoning Director

athyann La Rose



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December 16, 2022

Mr. Frank Cioffi, President Greater Burlington Industrial Corporation 60 Main Street P.O. Box 786 Burlington, VT 05402

RE: Town of Colchester's Intent to Request New Town Center Designation Renewal

Dear Mr. Cioffi:

On behalf of the Town of Colchester, in accordance with the requirements outlined in the September 2022 Application Guidelines for New Town Center Designation, and pursuant to 24 V.S.A. § 2793b, the Town of Colchester herein declares its intent to apply for renewal of its New Town Center. This designation was first granted in July 2007 and was most recently renewed in December 2014.

As outlined in the town's initial application, the Severance Corners Village Center has worked to become a landmark community node which embraces smart, walkable, sustainable growth patterns in its planning and development. This area is uniquely served by municipal sewer and water which has enabled a compact design of mixed use buildings and lots which offer access to vital housing for the town and region. While this has been building towards a town center, opening to the rest of Colchester's land use diversity, it remains pleasantly human-scaled and is complimented by public amenities and open spaces.

It is our sincerest intent and hope to utilize the benefits of this designation to continue to proudly serve as the community focal point while laying the best path possible for the services, employment and housing that is critically needed in the region.

Should you have any questions, concerns, or requests regarding this application please feel welcome to contact me. We intend to keep GBIC apprised as our application progresses.

Sincerely,

Cathyann LaRose, AICP

Planning and Zoning Director

athyann La Rose



RESOLUTION Application for Renewal of Designation Of the Town of Colchester As a New Town Center

WHEREAS, the Town of Colchester has official designations for a New Town Center and a Growth Center;

WHEREAS, Colchester is among the largest of municipalities in Vermont, with diversity of housing, services and employment, but lacking a historic downtown after the Village of Winooski Falls within the Town voted to become a City of Winooski separate from the Town of Colchester in 1921;

WHEREAS, with the creation and continued designation of a New Town Center, Colchester will better meet the community's and region's housing, service, and employment needs;

WHEREAS, the benefits of a designated New Town Center would provide the Town of Colchester with additional resources that would allow for more services to the community;

WHEREAS, we are in support of the letter dated January 24, 2023 prepared by Cathyann LaRose, Planning and Zoning Director and the associated materials and documents.

Now therefore it be resolved on this <u>24th</u> day of <u>January</u>, <u>2023</u>, the legislative body in the Town of Colchester approves the town's application for the renewal of the New Town Center Designation pursuant to 24 V.S.A. § 2793b.

Pam Loranger
Selectboard Chair

Tom Mulcahy
Selectboard Vice Chair

Tom Mulcahy
Selectboard Clerk

Tom Mulcahy
Selectboard Clerk

Tom Mulcahy
Selectboard Clerk

Maureen P. Dakin



110 West Canal Street, Suite 202 Winooski, Vermont 05404-2109 802-846-4490 www.ccrpcvt.org

December 15, 2022

Gary Halloway, Downtown Program Manager Community Planning and Revitalization Vermont Department of Housing and Community Development 1 National Life Dr. Davis Building, 6th Floor Montpelier, VT 05620-0501

Re: Colchester's New Town Center Renewal Application

Dear Gary,

The Chittenden County Regional Planning Commission is pleased to support the Town of Colchester's application for renewal of its designated New Town Center at Severance Corners. CCRPC approved Colchester's Town Plan and confirmed its planning process on April 17, 2019; the plan is valid until March 26, 2027.

Intention to maintain New Town Center designation is specifically called out on page 13 as well as Land Use Policy and Action 2 of the 2019 Town Plan, which will continue to make Severance Corners the focal point for the community's growth and promote a compact and amenity-rich development pattern consistent with state planning goals.

Severance Corners is also within the Center Planning Area on the Future Land Use map of the 2018 ECOS Plan (Chittenden County's Regional Plan). Therefore, the designation will also help implement Strategy 2 of the ECOS Plan, which calls for 80% of new development in the areas planned for growth.

Please feel free to contact me should you have any questions.

Best regards,

Charlie Baker

Executive Director

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COMMUNITY REINVESTMENT AGREEMENT

TOWN OF COLCHESTER New Town Center Development Program

This Agreement, executed and entered into on May 14, 2007, by and between the Town of Colchester, a Vermont municipal corporation, acting by and through its duly elected legislative body, the Colchester Select Board (the "Town"), and Severance Corners Village Center, LLC, a Vermont limited liability company, with its principal place of business in the City of South Burlington, State of Vermont, the owner and developer of the property located within the existing designated town center district (more particularly shown on the Map referenced below as the "Town Center" and herein attached).

The undersigned, by executing this Agreement, hereby affirm their continued commitment and willingness to participate, to date as well as in the future, in activities and programs that will support and enhance the economic and social health and viability of the area proposed for "town center" designation.

The undersigned hereby renew their agreement and commitment to participate in planning for and developing the Town Center as the community's central business district and that the Town Center shall be composed of compact, pedestrian-friendly, multi-story, and mixed use development characteristic of a traditional downtown supported by planned or existing urban infrastructure, including curbed streets with sidewalks and on street parking, storm water treatment, sanitary sewers, and water supply.

NOW THEREFORE, BE IT RESOLVED THAT the undersigned continue in their support of the designation of the Town Center District and affirm and agree to the above listed commitments as part of this Community Reinvestment Agreement.

Executed at Colchester, Vermont this 7 day of March, 2014.

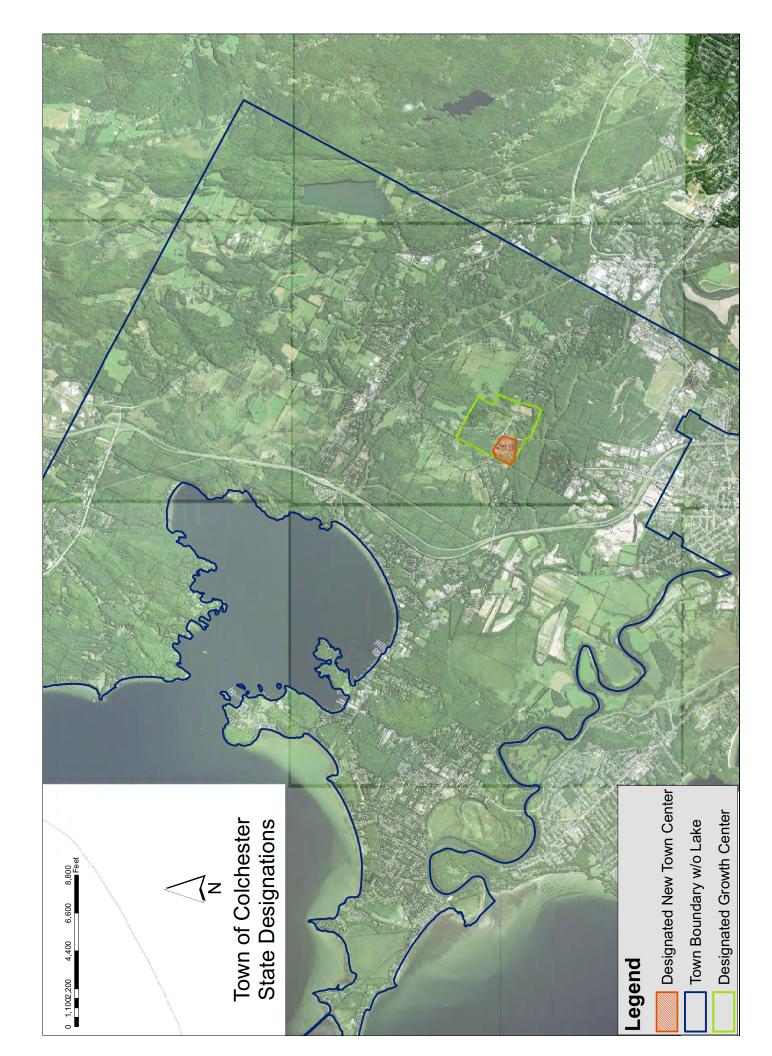
Town of Colchester

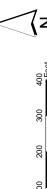
Dawn Francis, Town Manager

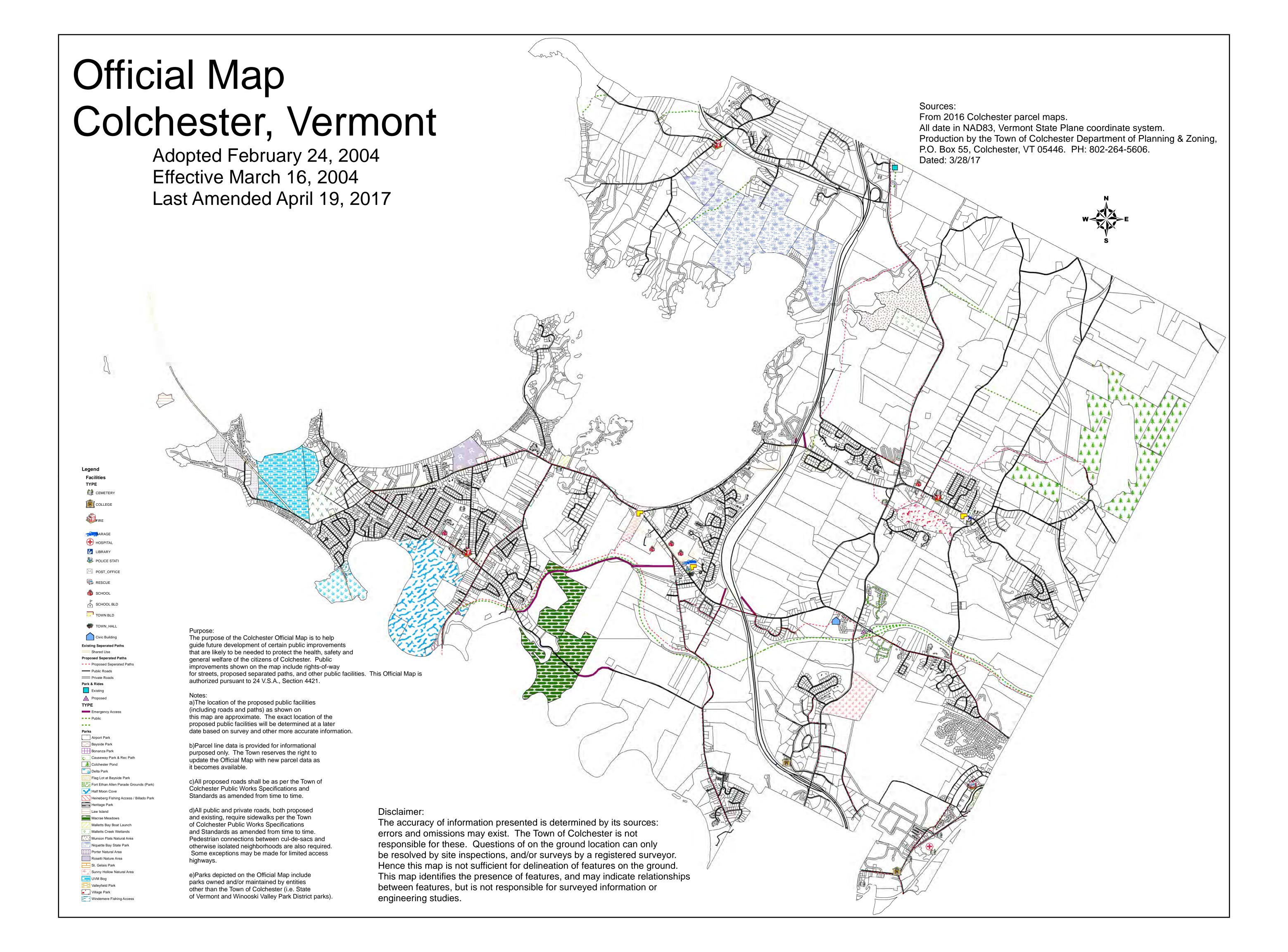
Executed at William, Vermont this 14 day of MAN 2014.

Severance Corners Village Center, LLC

Duly Authorized







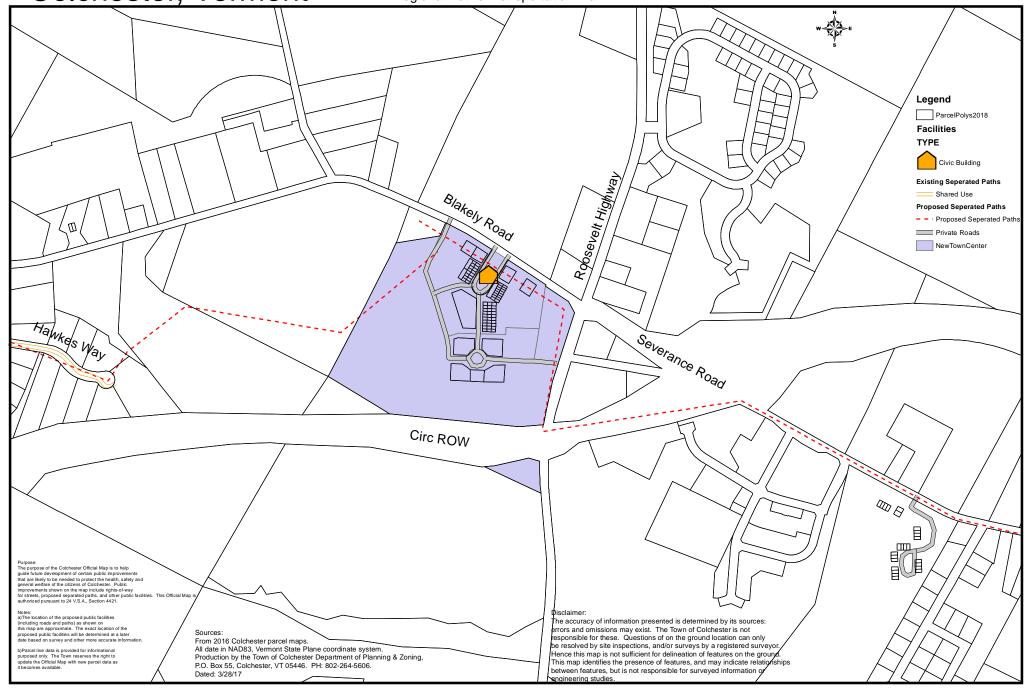
Official Map Inset Colchester, Vermont

*New Town Center layer added for infomational purposes

** See Vtrans plans for portion to be constructed by State

***Remaining sections identified as priority in 2017 Chittenden County Regional Active Transportation Plan

Adopted February 24, 2004 Effective March 16, 2004 Last Amended April 19, 2017



Town of Colchester, Vermont

FY23-FY28 Capital Budget Program

APPROVED



Aaron Frank, Town Manager

Colchester Selectboard

Pam Loranger, Chair Tom Mulcahy, Vice-Chair Jacki Murphy, Clerk Charlie Papillo Maureen P. Dakin

Town of Colchester FY23-FY28 Capital Budget Program Index

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Town of Colchester FY23-FY28 Capital Budget Program

EXECUTIVE SUMMARY

The Capital Budget Program, (CBP), is a multi-year tool used to identify and plan for the Town's capital needs. The CBP consists of a capital budget which lists and describes the capital projects to be undertaken during the coming fiscal year, and a capital program which is a plan of capital projects proposed to be undertaken during each of the following five years.

The plan is dynamic in nature and will change from year to year as priorities, needs and funding change. The CBP is a guide for the consideration, selection and development of infrastructure projects such as roads, sidewalks, bike paths, storm drains, sewers, buildings, parks, the acquisition of rolling stock equipment, public safety equipment, computers, copiers and other major office equipment, and communications equipment necessary to provide critical services to the community.

The CBP utilizes a variety of funding sources as authorized by voters or the Town's Selectboard, as well as state and federal grants. The majority of the funding contained within the CBP is from the Town's voter approved multi-year reserve funds. The CBP, or its amendment or repeal, shall be adopted or rejected annually by an act of the Selectboard in accordance with 24 VSA, Chapter 117, §4443.

The Capital Budget Program also serves as a tool to specifically authorize spending authority. Since funding is provided through multi-year voter approved capital plans, spending authority does not take place through the annual Town Municipal Services Budget approval process. The Capital Budget Program has projects spanning multiple fiscal years that can have planned and unplanned delays.

Spending authority is granted when the Selectboard adopts the Capital Budget Program following a public hearing and consultation with the Planning Commission. Spending authority is for the FY23 Capital Budget, and such authority extends until the project is completed.

Note: The recent consolidation of fire services under the Town of Colchester has resulted in the development and inclusion of a Fire Facilities Capital Plan. We are still developing the Fire Equipment and Vehicles Capital Plan. When this is completed, we will likely ask the Selectboard to consider requesting that the voters authorize multiple year capital funding for fire to include buildings, equipment and vehicles. Initial funding for this need was established by a \$172,833.32 transfer from the Town's General Fund as approved by the Colchester Selectboard on June 23, 2020. Additional funds were deposited later in FY21 from the Colchester Fire

District 2 and 3 transfer agreements. The Fire Facilities Plan is now fully developed. However, given that not all capital needs have yet been identified for fire equipment and vehicles, the Town Manager shall have authority to spend up to \$50,000 on a single unbudgeted fire equipment and vehicle expense without Selectboard approval, provided there is sufficient funding available in the Fire Equipment Capital Fund. Unbudgeted fire capital purchases for equipment and vehicles over \$50,000, or that need funding in excess of the amount in the Fire Equipment Capital Fund, shall be approved by the Colchester Selectboard.

FY23 Proposed Capital Budget

The proposed FY23 Capital Budget contains 48 capital projects totaling \$3,121,948 in spending. Approximately 38% or \$1,200,000 is expected to come from state and federal grants. The remaining \$1,921,948 will be funded by local property tax dollars from voter approved capital plans. A more detailed account of the proposed FY23 expenditures is contained within Sections 2 & 3 of the CBP.

FY24-FY28 Proposed Capital Program

The five-year capital program contains a total of \$9,632,465 in financial resources. Approximately 29% or \$2,757,500 is expected to come from state and federal grants, as well as development impact fees. The remaining \$6,874,965 will be funded by local property tax dollars from voter approved capital plans. A more detailed account of the FY24-FY28 expenditures is contained within sections 2 & 3 of the CBP.

Project Candidate List

Section 5 of the CBP contains the Project Candidate List. These projects, or types of projects, have been deemed eligible for inclusion in the Capital Budget Program by the Colchester Selectboard. A project is considered eligible when the Selectboard determines that the nature of the project is consistent with the purpose and intent of the planned funding source as approved by voters or otherwise required by law. Approximately \$40 million in unfunded capital projects have been identified. The unfunded capital projects are conceptually identified within the candidate list to be funded with Local Option Tax revenues, if approved by voters, or other funding sources such as grants or donations.

SECTION 1 - Administrative

1.01 Introduction

The Capital Budget Program, (CBP), is a multi-year tool used to identify and plan for the Town's capital needs. The CBP is a means to identify, schedule and track capital projects or acquisitions and provide the Selectboard and staff with the necessary information to determine priorities and

assign available resources to these priorities. The CBP consists of a capital budget, which lists and describes the capital projects to be undertaken during the coming fiscal year, the estimated cost of those projects, and the proposed method of financing. The CBP also includes a capital program which is a plan of capital projects proposed to be undertaken during each of the following five years, the estimated cost of those projects, and the proposed method of financing. Funding authorization for the capital program is accomplished by separate actions in the form of multi-year, voter approved capital plans, voter approved financing agreements, voter approved debt, impact fees adopted in accordance with 24 VSA Chapter 131, and grants. The capital budget and program, or its amendment or repeal, shall be adopted or rejected annually by an act of the legislative body of the municipality in accordance with 24 VSA, Chapter 117, §4443.

The plan is dynamic in nature and will change from year to year as priorities, needs and funding change. The CBP is a guide for the consideration, selection and development of roads, sidewalks, bike paths, storm drains, sewers, buildings, parks, rolling stock equipment, public safety equipment, computers, copiers and other major office equipment, and communications equipment necessary to provide critical services to the community. The projects and acquisitions include significant maintenance and replacement of existing infrastructure, facilities, equipment, and the construction of new infrastructure. A variety of funding sources are used, including multi-year, voter approved capital plans, voter approved financing agreements, voter approved debt, voter approved reserve funds, impact fees adopted in accordance with 24 VSA Chapter 131, Local Option Tax revenues as approved by voters, and state and federal grants.

1.02 Legal Authority

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 2, Municipal Planning Commission, § 4325, Powers and duties of Planning Commission

Any planning commission created under this chapter may;

(6) Prepare and present a recommended capital budget and program for a period of five years, as set forth under section 4440 of this title, for action by the legislative body, as set forth under section 4443 of this title.

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 9, Adoption, Administration, and Enforcement, § 4440, Administration; Finance

(a) Appropriations may be made by any municipality to finance the work of planning commissions, regional planning commissions, administrative officers, appropriate municipal panels, and other officials in the preparation, adoption, administration, and enforcement of development plans and supporting plans, bylaws, capital budgets and programs, and other regulatory and non-regulatory efforts to implement the municipal plan, and to support or oppose, upon appeal to the courts, decisions of an appropriate

municipal panel. For these same purposes, any municipality may accept gifts and grants of money and services from private sources and from the state and federal governments.

1.03 Other Legal Requirements

VSA, Title 24, Chapter 131, Impact Fees, § 5203, Procedure

- (a) A municipality may levy an impact fee on any new development within its borders provided that it has:
 - (1) been confirmed under Section 4350 of this title and, after July 1, 1991, adopted a capital budget and program pursuant to Chapter 117 of this title.

1.04 Capital Budget Program Description

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 8, Non-regulatory Implementation of the Municipal Plan, § 4430, Capital Budget Program

- (a) A capital budget shall list and describe the capital projects to be undertaken during the coming fiscal year, the estimated cost of those projects, and the proposed method of financing. A capital program is a plan of capital projects proposed to be undertaken during each of the following five years, the estimated cost of those projects, and the proposed method of financing. A capital project is any one or more of the following:
 - a. Any physical betterment or improvement, including furnishings, machinery, apparatus, or equipment for the physical betterment or improvement when first constructed or acquired.
 - b. Any preliminary studies and surveys relating to any physical betterment or improvement.
 - c. Land or rights in land.
 - d. Any combination of subdivisions (1), (2), and (3) of this subsection.
- (b) The capital budget and program shall be arranged to indicate the order of priority of each capital project and to state for each project all of the following:
 - (1) A description of the proposed project and the estimated total cost of the project.
 - (2) The proposed method of financing, indicating the amount proposed to be financed by direct budgetary appropriation of duly established reserve funds; the amount, if any, to be financed by impact fees; and the amount to be financed by the issuance of obligations, showing the proposed type or types of obligations, together with the period of probable usefulness for which they are proposed to be issued.
 - (3) An estimate of the effect, if any, upon operating costs of the municipality.
- (c) The Planning Commission may submit recommendations annually to the legislative body for the capital budget and program that shall be in conformance with the municipal plan.

1.05 Definition of Capital Project

For purposes of the CBP, a capital project is defined as any one or more of the following as per Title 24, Chapter 117, §4430:

- a. Any physical betterment or improvement, including furnishings, machinery, apparatus, or equipment for the physical betterment or improvement when first constructed or acquired.
- b. Any preliminary studies and surveys relating to any physical betterment or improvement.
- c. Land or rights in land.
- d. Any combination of subdivisions (1), (2), and (3) of this subsection.

1.06 Adoption of Capital Budget Program

VSA, Title 24, Chapter 117, Municipal and Regional Planning and Development, Subchapter 9, Adoption, Administration, and Enforcement, § 4443, Adoption, amendment, or repeal of capital budget and program

- (a) Notwithstanding any other provision of this chapter, a capital budget and program may be adopted, amended, or repealed by the legislative body of a municipality following one or more public hearings, upon public notice, if a utility and facilities plan as described in subdivision 4382(a)(4) of this title has been adopted by the legislative body in accordance with sections 4384 and 4385 of this title. A copy of the proposed capital budget and program shall be filed at least 15 days prior to the final public hearing with the clerk of the municipality and the secretary of the planning commission. The planning commission may submit a report on the proposal to the legislative body prior to the public hearing.
- (b) The capital budget and program, or its amendment or repeal, shall be adopted or rejected by an act of the legislative body of a municipality promptly after the final public hearing held under subsection (a) of this section.

1.07 Capital Budget Program Administrative Changes and Amendments

Administrative Amendments

Administrative amendments may be approved by the managers of each capital plan with notice to the Town Manager. These amendments do not require notification and/or approval by the Selectboard. Administrative amendments include;

- The reduction in cost of a previously approved project.
- The removal or deferral of previously approved projects.
- The addition of eligible projects as defined in Section 5.0 of the Capital Budget Program that are; 1) less than \$10,000, and 2) do not exceed the amounts available within the capital plan or funding program for the budget year.

Minor Amendments

Minor amendments may be approved by the Town Manager with notification provided to the Selectboard. Minor amendments include:

- Increasing the cost of a previously approved project by no greater than 33%, where the increase does not exceed the amounts available within the capital plan or funding program for the budget year.
- The addition of eligible projects as defined in Section 5.0 of the Capital Budget Program that are; 1) greater than \$10,000, and 2) do not exceed the amounts available within the capital plan or funding program for the budget year.

Major Amendments

Major amendments must be approved by the Selectboard prior to the expenditure of capital funds. Major amendments include:

- Increasing a project cost by more than 33% of the previously authorized budget amount, or that exceeds the amounts available within the capital plan or funding program for the budget year.
- The addition of eligible projects as defined in Section 5.0 of the Capital Budget Program that exceeds the amounts available within the capital plan or funding program for the budget year.
- The addition of ineligible projects as defined in Section 5.0 of the Capital Budget Program.

SECTION 2 – Revenue and Expenditure Summary

2.01 - Introduction

The Capital Budget Program relies upon revenues from multiple sources. Funding authorization for the CBP is accomplished by separate actions in the form of multi-year, voter approved capital plans or reserve funds, voter approved financing agreements, voter approved debt, or impact fees adopted in accordance with 24 VSA Chapter 131. Other forms of revenues include state and federal grants, equipment sales and trades, Local Option Tax proceeds with voter approval, and other miscellaneous forms of revenue. These funds are separate from the annually authorized Town Municipal Services Budget, and are limited for use only for their specified purpose.

Expenditures are limited to those purchases that by definition are considered capital projects. Spending authority is granted when the Selectboard adopts the Capital Budget Program following a public hearing and consultation with the Planning Commission. Spending authority is for the FY23 Capital Budget, and such authority extends until the project is completed. Some of the authorization periods for the funds in this program lapse prior to FY2028.

2.02 - FY23 Capital Budget Revenue Summary

The proposed FY23 Capital Budget contains revenues totaling \$4,104,768. Approximately 29% or \$1,200,000 is expected to come from state and federal grants. The remaining \$2,904,768 will be funded by local property tax dollars from voter approved capital plans, equipment sales and trades and other revenues. A summary of planned FY23 revenues can be seen below in Table 1.

Table 1: FY23 Capital Budget Revenue Summary

Town of Colchester	Beginning		Program			State/		Oth er	E	quipment		Funding
FY23 Capital Budget	Fund		Funding			Federal	R	Revenues		Sales/	Sales/	
Revenue Summary		Balance			Funding			Plan		Trades		
Fire Department Capital Plan	\$	273,539	\$ 2	26,033.00	\$	_	\$	-	\$	-	\$	499,572
Capital Equipment and Facilities Program	\$	79,016	\$	411,158	\$	-	\$	81,716	\$	134,458	\$	706,348
Capital Transportation Program	\$	21,715	\$	516,756	\$	1,200,000	\$	-	\$	-	\$	1,738,470
Park Capital Program	\$	280,371	\$	112,004	\$	-	\$	-	\$	-	\$	392,375
Recreation Acquisition & Development Plan	\$	73,933	\$	97,813	\$	-	\$	-	\$	-	\$	171,746
Communication Reserve Fund	\$	223,538	\$	25,500	\$	-	\$	-	\$	-	\$	249,038
IT Reserve Fund	\$	141,464	\$	35,000	\$	-	\$	-	\$	-	\$	176,464
Public Safety Capital Program	\$	140,006	\$	30,750	\$	-	\$	-	\$	-	\$	170,756
Totals	\$	1,233,581	\$	1,455,013	\$	1,200,000	\$	81,716	\$	134,458	\$	4,104,768

2.03 - FY23 Capital Budget Expenditure Summary

The proposed FY23 Capital Budget contains a total of 48 capital projects totaling \$3,121,948. Approximately 38% or \$1,200,000 is expected to come from state and federal grants. The remaining \$1,921,948 will be funded by local property tax dollars from voter approved capital plans, equipment sales and trades and other revenues. A summary of planned FY23 expenditures can be seen below in Table 2.

Table 2: FY23 Capital Budget Expenditure Summary

Town of Colchester	Fire Department			pital	Capital		Park	Rec.	Comm.		Tech.	Pul		-	tate &	_	Project
FY23 Capital Budget	Capital	Equipment	Fac	ilities	Trans.	(Capital	Acquisition	Reserve	R	eserve	Saf	ety	F	e de ral		Totals
Expenditure Summary	Plan	Program	Pro	gram	Program		Plan	Develop.	Fund		Fund	Car	oital		Grants		
Experience Summery	2	110914111		· 5- · · · · ·	110911111			Fund	- tunu			Prog			or tares		
								runu				1108	,,,,,,,,,				
Expand the upper restroom to include a shower	\$ 17,000															\$	17,000
Replace flooring	\$ 31,000															\$	31,000
HI-3: Dump Truck		\$ 190,699														\$	190,699
HI-5: Dump Truck		\$ 225,729														\$	225,729
HI-4: One Ton Dump Truck		\$ 69,000														\$	69,000
HI-8: One Ton Dump Truck		\$ 81,000														\$	81,000
HI-9: Crew Cab Pickup Truck		\$ 49,000														\$	49,000
BU-55: 61" Bobcat Mower/Grass Catcher		\$ 13,394														\$	13,394
P-7: Patrol SUV		\$ 43,123														\$	43,123
P-1: Patrol SUV		\$ 43,123														\$	43,123
D-3: Chief Sedan		\$ 38,000														\$	38,000
Garage Drain & Oil Separator			\$	15,000												\$	15,000
Re-side Building with New Portico			\$	20,000												\$	20,000
New Carpet			\$	3,700												\$	3,700
Repave Parking Lot			\$	36,000												\$	36,000
West Lakeshore/Prim Road Intersection														\$	1,200,000	\$	1,200,000
Bayside Intersection Design					\$ 25,000											\$	25,000
SAFETY - Paving Various locations					\$ 20,000											\$	20,000
SAFETY - Sidewalk Repair Various locations					\$ 25,000											\$	25,000
Deer Lane					\$ 28,219											\$	28.219
Justin Morgan Drive					\$ 59,751											\$	59,751
Creek Glen					\$ 18,018											\$	18.018
Indian Circle					\$ 7,552											\$	7,552
Shetland Lane (Deer Lane to Turnaround)					\$ 9,406											\$	9,406
Bay Road					\$ 195,284											\$	195,284
Wintergreen Drive					\$ 23,247											\$	23,247
Arbor Lane					\$ 36,831											\$	36,831
Lois Lane					\$ 14,838											\$	14,838
Pine Meadow Drive					\$ 32,353											\$	32,353
Airport Park - Irrigation System Upgrade					Ψ 32,333	s	8,000									s.	8,000
All Parks - Tree Management						\$	5,000									\$	5,000
Bayside park - Beach Access Stairs						\$	20,000									\$	20,000
Bayside Park Skatepark Surfacing Misc Repairs						\$	7,800									\$	7,800
Airport Park - Infield Resurfacing						\$	17,500									\$	17,500
Fort Ethan Allen - Tennis Court Repair						\$	14,800									\$	14,800
Trash/Recycling Receptacle in Parks						\$	10,000									\$	10,000
Fort Ethan Allen - Perimeter Trail Work						\$	50,000			1						\$	50,000
Bayside Park- Shuffleboard Court Resurfacing						\$	6,500									\$	6,500
Bayside Park - Tennis Court Resurfacing						\$	20,000			1						\$	20,000
Airport Park Pickleball Court Shelter and Access						φ	20,000	\$ 75,000		1						\$	75,000
Radio Equipment								\$ 75,000	\$ 160,500							\$	160,500
																	,
Dispatch Equipment Server/Central Equipment			1						\$ 3,000	\$	49,951			1		\$	3,000 49,951
			-			-				\$				1		\$	
PC's/Laptops/Tablets			1								26,550			-		\$	26,550
Telephone Equipment										\$	40,000						40,000
Copiers/Postage			-			-				\$	17,079	¢.	11.000			\$	17,079
DB Mobile R-1			-			-				1			11,000			\$	11,000
Equipment/Communications					A 10	_			4 42	<u> </u>		\$	8,000			\$	8,000
Total	\$ 48,000	\$ 753,068	\$	74,700	\$ 495,500	\$	159,600	\$ 75,000	\$ 163,500	\$	133,580	\$ 1	9,000	\$	1,200,000	\$	3,121,948

2.04 - FY24-FY28 Capital Program Revenue Summary

The proposed FY24-FY28 Capital Program contains revenues totaling \$14,541,407. Approximately 24% or \$2,841,188 is expected to come from state and federal grants, as well as development impact fees. The remaining \$11,700,219 will be funded by local property tax dollars from voter approved capital plans, equipment sales and trades and other revenues. A summary of planned FY24-FY28 revenues can be seen below in Table 3.

Table 3: FY24-FY28 Capital Program Revenue Summary

Town of Colchester			Planned					
FY24-FY28 Capital Program			Capital					
Revenue Summary			Program					
_	FY24	FY25	FY26		FY27	FY 28		Totals
LOCAL CAPITAL REVENUES								
Total FDCP Revenues	\$ 451,572	\$ 677.605	\$ 898.038	2	1,116,571	\$ 1,320,604	\$	4,464,389
Total CEFP Revenues	\$ 304,323	\$ 	\$ 302,398	\$	302,398	, ,	-	1,725,919
T otal CTP Revenues	\$ 566,185	\$ · · · · · · · · · · · · · · · · · · ·	\$ 485,274	\$	541,321		-	2,668,556
T otal PCP Revenues	\$ 345,899	\$ 315,154	\$ 359,052	\$	110,604	\$ 	-	1,189,030
Communication Reserve Fund Revenues	\$ 111,038	\$ 136,538	\$ 153,038	\$	178,538	\$ 	\$	772,190
IT Reserve Fund Revenues	\$ 77,884	\$ 26,748	\$ (6,082)	\$	(4,896)	\$ 20,954	\$	114,606
T otal Public Safety Capital Revenues	\$ 182,506	\$ 205,256	\$ 156,506	\$	109,256	\$ 112,006	\$	765,529
Sub-Total Local Capital Revenues	\$ 2,039,406	\$ 2,210,793	\$ 2,348,223	\$	2,353,790	\$ 2,748,007	\$	11,700,218
OTHER CAPITAL REVENUES								
T otal RAD Revenues	\$ 197,005	\$ 269,770	\$ 175,104	\$	58,071	\$ 3,738	\$	703,688
State/Federal Revenues	\$ 2,100,000	\$ 37,500	\$ -	\$	-	\$ -	\$	2,137,500
Other Funding	\$ -	\$ -	\$ -	\$	-	\$ -	\$	_
Sub-Total Other Capital Revenues	\$ 2,297,005	\$ 307,270	\$ 175,104	\$	58,071	\$ 3,738	\$	2,841,188
TOTAL ALL CAPITAL REVENUES	\$ 4,336,411	\$ 2,518,063	\$ 2,523,327	\$	2,411,861	\$ 2,751,744	\$	14,541,407

2.05 - FY24-FY28 Capital Program Expenditure Summary

The proposed FY24-FY28 Capital Program contains 107 capital projects totaling \$9,632,465 in planned spending. Approximately 29% or \$2,757,500 is expected to come from state and federal grants, as well as development impact fees. The remaining \$6,874,965 will be funded by local property tax dollars from voter approved capital plans, equipment sales and trades and other revenues. A summary of planned FY24-FY28 expenditures can be seen below in Table 4.

Table 4: FY24-28 Capital Program Expenditure Summary

Town of Colchester FY24-FY28 Capital Program Expenditure Summary						Planned Capital Program				
Zaprzonary samming	1	FY24		FY25		FY26	FY27		FY28	Totals
LOCAL CAPITAL EXPENDITURES		100					2011			
Total FDCP Expenditures	\$	-	\$	5,600	\$	7,500	\$ 22,000	\$	-	\$ 35,100
Total CEFP Expenditures	\$	511,996	\$	491,246	\$	467,716	\$ 1,046,895	\$	261,234	\$ 2,779,087
Total CTP Expenditures	\$	569,713	\$	577,331	\$	487,035	\$ 541,643	\$	539,587	\$ 2,715,309
Total PCP Expenditures	\$	145,000	\$	71,500	S	365,000	\$ 170,000	S	55,000	\$ 806,500
Communication Reserve Fund Expenditures	\$	-	\$	9,000	\$	-	\$ 11,000	\$	35,000	\$ 55,000
IT Reserve Fund Expenditures	\$	86,136	\$	67,830	\$	33,814	\$ 9,150	\$	85,539	\$ 282,469
Total Public Safety Capital Expenditures	\$	8,000	\$	79,500	\$	78,000	\$ 28,000	\$	8,000	\$ 201,500
Sub-Total Local Capital Expenditures	\$	1,320,845	\$	1,302,007	\$	1,439,065	\$ 1,828,688	\$	984,360	\$ 6,874,965
OTHER CAPITAL EXPENDITURES										- 1
Total RAD Expenditures	s	30,000	\$	200,000	\$	225,000	\$ 165,000	\$	-	\$ 620,000
State/Federal Expenditures	\$	2,100,000	\$	37,500	S	-	\$ -	\$	-	\$ 2,137,500
Sub-Total Other Capital Expenditures	\$	2,130,000	\$	237,500	\$	225,000	\$ 165,000	\$	-	\$ 2,757,500
TOTAL ALL CAPITAL EXPENDITURES	s	3,450,845	S	1,539,507	\$	1,664,065	\$ 1,993,688	\$	984,360	\$ 9,632,465

SECTION 3 – FY23-FY28 Capital Budget Program – Financial Summaries and Detail

3.01 Introduction

The FY23-FY28 Capital Budget Program consists of eight individual capital plans. These include the Fire Department Capital Plan (FDCP), the Capital Equipment and Facilities Plan, (CEFP), the Capital Transportation Plan, (CTP), the Park Capital Plan, (PCP), the Recreation Acquisition & Development Plan, (RAD), the Communications Reserve Fund, (CRF), the Information Technology Reserve Fund, (ITRF), and the Public Safety Capital Program, (PSCP). The PSCP consists of 4 sub-plans including the Police Equipment Plan, the Rescue Equipment Plan, the Rescue Communications Plan, and the Technical Rescue Equipment/Communications Plan. Financial summaries and detail are shown on the following pages.

3.02 – Fire Department Capital Plan, (FDCP)

The recent consolidation of fire services under the Town of Colchester has resulted in the development of the facilities portion of a Fire Department Capital Plan. This fund, in its current initial stage, is unique to the other funds in this plan as it hasn't been authorized by voters through the capital plan process but the funds have been authorized by voters through the municipal services budget. The annual resources to this facilities subset of the Fire Department Capital Fund are \$226,033 in FY23 and for the following five years. In the next several years, we will expand this plan to include fire department vehicles and equipment as well.

Table 5: Fire Department Capital Plan Financial Summary

Town of Colchester					Planned			
FY23-FY28 Capital Budget Program					Capital			
Fire Department Capital Plan (FDCP)]	Program			
		FY23	FY24		FY25	FY26	FY27	FY28
FDCP FINANCIAL SUMMARY								
Beginning Fund Balance	\$	273,539	\$ 451,572	\$	677,605	\$ 898,038	\$ 1,116,571	\$ 1,320,604
Program Funding	\$	226,033	\$ 226,033	\$	226,033	\$ 226,033	\$ 226,033	\$ 226,033
State/Federal Funding	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Other Revenues	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Facility Improvements	\$	(48,000)	\$ -	\$	(5,600)	\$ (7,500)	\$ (22,000)	\$ -
Ending Fund Balance	\$	451,572	\$ 677,605	\$	898,038	\$ 1,116,571	\$ 1,320,604	\$ 1,546,637

Table 6: Fire Department Facility Improvements

Town of Colchester			oposed			anne d					
FY23-FY28 Capital Budget Program			Capital		_	apital					
Fire Department Capital Plan (FDCP)			udget			ogram					
]	FY23	FY24	I	Y25	F	Y26	F	Y27	FY28
FACILITIES											
CENTER STATION											
Roof replacement	FDFP										
Replace electirc heaters with gas units	FDFP										
Upgrade to LED lighting	FDFP										
Upgrade restrooms	FDFP										
Replace flooring	FDFP										
MALLETTS BAY STATION											
Expand the upper restroom to include a shower	FDFP	\$	17,000								
Upgrade the remainder of interior lighting to LED	FDFP				\$	5,600					
Repointing of brick and vertical joint seal	FDFP										
Replace flooring	FDFP	\$	31,000								
CHAMPLAIN STATION											
Replace front and rear exterior doors	FDFP						\$	3,500			
Mill and repave	FDFP								\$	22,000	
Patch and paint exterior	FDFP						\$	4,000		,	
Total Facilities Projects		\$	48,000	\$ -	\$	5,600	\$	7,500	\$	22,000	\$ -

3.03 – Capital Equipment and Facility Plan, (CEFP)

The CEFP was authorized by the voters in 2014 for 18 years until 2032. The tax rate for the CEFP is \$0.0183, which is expected to generate \$411,158 in FY23, and \$2,150,170 over the 5-year capital program (FY24-28). The CEFP was designed to address the short- and long-term capital needs of the Town's rolling stock equipment and public facilities, and is broken down into two categories – vehicle and equipment purchases, and improvements in Town facilities.

Table 7 below contains a financial summary of all planned Capital Equipment and Facility Plan projects during FY23-28. More detailed information specific to planned vehicle and equipment purchases and improvements to Town facilities is shown in Table 8 and Table 9 on the following page.

Table 7: Capital Equipment and Facility Plan - Financial Summary

Town of Colchester FY23-FY28 Capital Budget Program Capital Equipment and Facilities Plan (CEFP)						Planned Capital Program						
		FY23		FY24		FY25	_	FY26		FY27	_	FY28
CEFP FINANCIAL SUMMARY												
Beginning Fund Balance	•	79,016	¢	(163,420)	•	(207,673)	¢	(167,981)	¢	(165,318)	ć	(553,359)
Program Funding	\$	411,158		417,325	\$	` ' '			i i	436,388	\$	442,934
State/Federal Funding	\$	-	\$		\$	-	\$	-	\$	-	\$	-
Other Revenues	\$	81,716	\$	-	\$	-	\$	-	\$	-	\$	-
Equipment Sales/Trades	\$	134,458	\$	50,418	\$	107,353	\$	40,440	\$	222,467	\$	31,715
Equipment Purchases	\$	(795,068)	\$	(468,496)	\$	(446,746)	\$	(314,216)	\$	(1,041,845)	\$	(231,234)
Facility Improvements	\$	(74,700)	\$	(43,500)	\$	(44,500)	\$	(153,500)	\$	(5,050)	\$	(30,000)
Ending Fund Balance	\$	(163,420)	\$	(207,673)	\$	(167,981)	\$	(165,318)	\$	(553,359)	\$	(339,944)

Table 8: Equipment Purchases

Town of Colchester]	Proposed			Planned					
FY23-FY28 Capital Budget Program			Capital			Capital					
Capital Equipment and Facilities Plan (CEFP)			Budget			Program					
	Funding		FY23		FY24	FY25		FY26	FY27	1	F Y28
EQUIPMENT											
HIGHWAY DEPARTMENT											
HI-45: Loader	CEFP								\$ 190,000		
HI-1: Dump Truck	CEFP								\$ 215,000		
HI-2: Dump Truck	CEFP								\$ 215,000		
HI-3: Dump Truck	CEFP	\$	190,699								
HI-5: Dump Truck	CEFP	\$	225,729								
HI-18: Dump Truck	CEFP					\$ 240,000					
HI-4: One Ton Dump Truck	CEFP	\$	69,000						\$ 73,244		
HI-8: One Ton Dump Truck	CEFP	\$	81,000								
HI-9: Crew Cab Pickup Truck	CEFP	\$	49,000								
HI-10 Pickup Truck	CEFP									\$	42,000
HI-46: Roadside Mower	CEFP								\$ 119,327		
RESCUE DEPARTMENT											
RE-205: Tech Unit R5	CEFP						\$	49.000			
RE-201: Ambulance Chassis/Box	CEFP			2	275,000		Ψ	47,000			
RL-201. Amourance Chassis/Box	CLIT			Ψ	273,000						
PARKS & RECREATION											
BU-72: 61" Bobcat Mower	CEFP								\$ 10,700		
BU-55: 61" Bobcat Mower/Grass Catcher	CEFP	\$	13,394							\$	14,077
BU-23: 3/4 Ton 2WD Pickup	CEFP					\$ 42,000					
BU-15: 3/4 Ton 2WD Pickup	CEFP					\$ 42,000					
BU-22: John Deere Tractor	CEFP			\$	43,642						
BU-21: 1/2 Ton 4WD Pickup	CEFP	\$	42,000								
BU-11: 3/4 Ton Pickup 4WD w/plow	CEFP			\$	49,000						
BU-74: 61" John Deere ZTRAK	CEFP					\$ 10,766					
BU-73 48" Bobcat Hydro Drive Mower	CEFP									\$	4,496
POLICE DEPARTMENT											
P-3: Patrol Supervisor SUV	CEFP								\$ 55,662		
P-7: Patrol SUV	CEFP	\$	43,123				\$	54,304			
P-1: Patrol SUV	CEFP	\$	43,123				\$	54,304			
P-4: Patrol SUV	CEFP			\$	50,427		Ė	- ,	\$ 54,304		
P-5: Patrol SUV	CEFP			\$	50,427				\$ 54,304		
P-8: Patrol SUV	CEFP					\$ 52,980				\$	57,053
P-6: Patrol/DARE Sedan	CEFP								\$ 54,304		
P-9: K9 Unit SUV	CEFP					\$ 59,000					
P-10: Dare/Marine Vehicle	CEFP					.,	\$	48,000			
C-3: Unmarked Sedan	CEFP						\$	54,304			
D-1: Chief Sedan	CEFP						\$	54,304			
D-3: Chief Sedan	CEFP	\$	38,000				Ψ	54,504		\$	54,304
D-4 Sedan	CEIT	φ	30,000							\$	54,304
PO-192: Motorcycle	CEFP									\$	5,000
Total Equipment Purchases	CEIT	\$	795,068	\$	468 496	\$ 446,746	\$	314 216	\$ 1,041,845		231,234
20m 2quipment x urenuses		Ψ	7,2,000	Ψ	+00,+70	Ψ	Ψ	J17,210	Ψ 1,041,043	Ψ	

Table 9: Facility Improvements

Town of Colchester						PI	lanned				
FY23-FY28 Capital Budget Program							anned				
Capital Equipment and Facilities Plan (CEFP)							•				
Capital Equipment and Facilities Fian (CEFF)			FY23		FY24		rogram FY25	FY26	٠,	FY27	FY28
FACILITIES			F 1 2 3		F 1 24		F 1 25	F120		F X 2 /	F 1 28
FACILITIES		-									
RESCUE											
Garage Drain & Oil Separator	CEFP	\$	15,000								
Re-side Building with New Portico	CEFP	\$	20,000								
Replace Boiler (baseboard heat)	CEFP	Ψ	20,000	\$	10,000						
Replace Furnace (heats equipment bay)	CEFP			Ψ	10,000	\$	7,500				
Life Safety Upgrades	CEFP					\$	10,000				
Ene surety opgrades	CLIT					Ψ	10,000				
PUBLIC WORKS											
Salt Shed Expansion	CEFP							\$ 130,000			
<u>LIBRARY</u>											
LED Lighting Upgrade	CEFP							\$ 13,500			
New Carpet	CEFP	\$	3,700								
Repave Parking Lot	CEFP	\$	36,000								
MEETING HOUSE											
Exterior Painting	CEFP			\$	14,000						
Exterior Door Replacement	CEFP					\$	7,500				
Furnace Replacement	CEFP			\$	10,000						
HISTORICAL SOCIETY											
Exterior Painting	CEFP			\$	9,500						
POLICE											
LED Upgrades								\$ 10,000			
HVAC Upgrades											\$ 30,000
Cold Storage Flooring & Cage									\$	5,050	
Vent in Evidence Room						\$	1,500				
TOWN OFFICE											
Trim Replacement	CEFP					\$	18,000				
Total Facilities Projects		\$	74,700	\$	43,500	\$	44,500	\$ 153,500	\$	5,050	\$ 30,000

3.04 – Capital Transportation Program, (CTP)

The CTP was authorized by the voters in 2022 for a period of six years. The tax rate for the CTP is \$0.023 which is expected to generate \$516,756 in FY23. The CTP is designed to address the short- and long-term needs of the Town's transportation system.

Table 10 on the following page contains a financial summary of all planned Capital Transportation Program projects during FY23-28. More detailed information specific to planned transportation improvements is shown in Table 11. Years shown with an asterisk (*) are outside of the current fund authorization period.

Table 10: Capital Transportation Program - Financial Summary

Town of Colchester			Planned			
FY23-FY28 Capital Budget Program			Capital			
Capital Transportation Program (CTP)			Program			
	FY23	FY24	FY25	FY26	FY27	FY28
CTP FINANCIAL SUMMARY						
Beginning Fund Balance	\$ 21,715	\$ 42,970	\$ (3,528)	\$ (51,103)	\$ (1,761)	\$ (322)
Program Funding	\$ 516,756	\$ 523,215	\$ 529,755	\$ 536,377	\$ 543,082	\$ 549,870
State/Federal Funding	\$ 1,200,000	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -
Other Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Transportation Projects	\$ (1,270,000)	\$ (2,213,000)	\$ (113,000)	\$ (45,000)	\$ (113,000)	\$ (113,000)
Paving Projects	\$ (425,500)	\$ (456,713)	\$ (464,331)	\$ (442,035)	\$ (428,643)	\$ (426,587)
Ending Fund Balance	\$ 42,970	\$ (3,528)	\$ (51,103)	\$ (1,761)	\$ (322)	\$ 9,961

Table 11: Capital Transportation Program – Detail

Town of Colchester		Proposed			Planned			
FY23-FY28 Capital Budget Program		Capital			Capital			
Capital Transportation Program (CTP)		Budget]	Program			
	Funding	FY23	FY24		FY25	FY26	FY27	FY28
LOCAL TRANSPORTATION PROJECTS								
West Lakeshore/Prim Road Intersection	Federal	\$ 1,200,000	\$ 2,100,000					
Bayside Intersection Design	CTP	\$ 25,000						
Pedestrian Project Design (Malletts Bay Avenue)	CTP		\$ 68,000	\$	68,000			
Pedestrian Project Design (East Lakeshore Drive)	CTP						\$ 68,000	\$ 68,000
SAFETY - Paving Various locations	CTP	\$ 20,000	\$ 20,000	\$	20,000	\$ 20,000	\$ 20,000	\$ 20,000
SAFETY - Sidewalk Repair Various locations	CTP	\$ 25,000	\$ 25,000	\$	25,000	\$ 25,000	\$ 25,000	\$ 25,000
Total Local Transportation Projects		\$ 1,270,000	\$ 2,213,000	\$	113,000	\$ 45,000	\$ 113,000	\$ 113,000

PAVING PROJECTS			FY23	FY24	FY	Y25	F	Y26		FY27	FY28
2	CTD		20.210								
Deer Lane	CTP	\$ \$	28,219								
Justin Morgan Drive Creek Glen	CTP CTP	\$	59,751 18,018								
Indian Circle	CTP	\$	7,552								
Shetland Lane (Deer Lane to Turnaround)	CTP	\$	9,406								
Bay Road	CTP	\$	195,284								
Wintergreen Drive	CTP	\$	23,247								
Arbor Lane	CTP	\$	36,831								
Lois Lane	CTP	\$	14,838								
Pine Meadow Drive	CTP	\$	32,353								
Cedar Ridge Drive	CTP			\$ 37,559							
Shore Acres Drive (W Lakeshore Dr to Cedar Ridge Dr (south))	CTP			\$ 48,360							
Summit Ridge	CTP			\$ 5,252							
Hillcrest Lane	CTP			\$ 15,162							
Reynolds Drive	CTP			\$ 16,351							
Abigail Drive	CTP			\$ 22,054							
Carriage Way (Colonial Drive to Midpoint)	CTP			\$ 7,243							
Colonial Drive (Malletts Bay Ave to Renkin Drive)	CTP			\$ 49,324							
Colonial Drive (Reynolds Drive to Young Street)	CTP	1		\$ 10,135							
Renkin Drive	CTP			\$ 18,514							
Young Street	CTP	-		\$ 37,297							
Creek Farm Road	CTP			\$ 110,271	-						
Hollow Creek Drive	CTP	-		\$ 53,514							
LeClair Drive	CTP			\$ 25,676	ф	20.607					
Chimney Hill Dr	CTP				\$	39,697					
Brentwood Drive	CTP				\$	20,676					
North Harbor Road Clay Point Road (Roosevelt Hwy-Rt2 to Braeloch Road)	CTP CTP				\$	87,665 71,768					
Country Meadows	CTP				\$	29,773					
Orchard Drive	CTP				\$	70,987					
Timberlake Drive	CTP				\$	31,565					
Kylies Way	CTP				\$	40,249					
Wall Street (Severance Road (west) to Turnaround)	CTP				\$	22,468					
Parkwood Drive	CTP				\$	18,195					
Liberty Lane	CTP				\$	31,289					
Hercules Drive	CTP						\$	152,953			
Orion Drive	CTP						\$	15,962			
Lower Mountain View Drive	CTP						\$	28,756			
Sunderland Woods Road	CTP						\$	83,513			
South Oak Circle	CTP						\$	40,491			
Acorn Lane	CTP						\$	24,323			
Westward Drive	CTP						\$	45,206			
Heritage Lane	CTP						\$	25,570			
Birchwood Drive (Main Street to 242 Birchwood Drive)	CTP						\$	25,260			
Dalton Drive	CTP								\$	48,041	
Ethan Allen Avenue	CTP								\$		
Hegeman Avenue	CTP								\$	84,027	
Troy Avenue	CTP				-				\$	61,149	
Barnes Avenue (Ethan Allen Avenue to End)	CTP								\$	25,354	
Bonanza Park (Intersection north to 316 Bonanza Park)	CTP								\$	32,553	
Gregg Lane	CTP CTP								\$	13,566	
Al Shir Road (Don Mar Terrace to Don Mar Terrace) Grey Birch Drive (Commonwealth Drive east to River Road)	CTP								\$	25,134	
Forman Drive (Commonwealth Drive east to River Road)	CTP								\$	23,519 20,077	
Thayer Bay Circle	CTP								\$	9,465	
Thayer Bay Citcle Thayer Bay Road	CTP								\$	17,352	
Eagle Park Drive	CTP								Ψ	1.,552	\$ 60,265
Woodrose Lane	CTP										\$ 16,090
Cobbleview Drive	CTP										\$ 30,035
Everbreeze Drive	CTP										\$ 39,641
Jeffrey Drive	CTP										\$ 26,330
Fox Run (Williams Road to Blackberry Circle (west))	CTP										\$ 26,037
Joey Drive	CTP										\$ 39,348
Edgewood Drive	CTP										\$ 77,233
Princess Ann Drive	CTP										\$ 50,172
Red Oak Drive	CTP										\$ 61,435
Total Paving Projects		\$	425,500	\$ 456,713	\$	464,331	\$	442,035	\$	428,643	\$ 426,587
								-			Ĺ

3.05 – Parks Capital Plan, (PCP)

The PCP was authorized by the voters in 2022 for a period of six years. The tax rate for the CTP is \$0.005 which is expected to generate \$112,004 in FY23. The PCP is designed to address the short- and long-term needs of the Town's park system.

Table 12 below contains a financial summary of all planned Park Capital Plan projects during FY23-28. More detailed information specific to planned park improvements is shown in Table 13 below. Years shown with an asterisk (*) are outside of the current fund authorization period.

Table 12: Park Capital Plan - Financial Summary

Town of Colchester				1	Planned			
FY23-FY28 Capital Budget Program					Capital			
Park Capital Plan (PCP)				1	Program			
	FY23		FY24		FY25	FY26	FY27	FY28
PCP FINANCIAL SUMMARY								
Beginning Fund Balance	\$ 280,371	\$	232,775	\$	200,899	\$ 243,654	\$ (5,948)	\$ (59,396)
Program Funding	\$ 112,004	\$	113,124	\$	114,255	\$ 115,398	\$ 116,552	\$ 117,717
State/Federal Funding	\$ -	\$	-	\$	-	\$ -	\$ -	\$ -
Other Revenues	\$ -	\$	-	\$	-	\$ -	\$ -	\$ -
Park Improvements	\$ (159,600) \$	(145,000)	\$	(71,500)	\$ (365,000)	\$ (170,000)	\$ (55,000)
Ending Fund Balance	\$ 232,775	\$	200,899	\$	243,654	\$ (5,948)	\$ (59,396)	\$ 3,321

Table 13: Park Capital Plan - Detail

Town of Colchester		P	roposed			I	lanned						
FY23-FY28 Capital Budget Program		•	Capital				Capital						
Park Capital Plan (PCP)]	Budget			P	rogram						
	Funding		FY23		FY24		FY25		FY26		FY27		FY28
PARK IMPROVEMENT PROJECTS	-	1	-										
Airport Park - Irrigation System Upgrade	PCP	s	8,000										
Bayside Park Tennis Court Replacement	PCP							\$	300,000				
Lower Bayside Park Access	PCP									\$	150,000		
All Parks - Tree Management	PCP	\$	5,000	\$	5,000	\$	5,000	\$	5,000	\$	5,000		
Playground Surfacing Material	PCP							\$	10,000				
Bayside park - Beach Access Stairs	PCP	s	20,000										
Bayside Park Skatepark Surfacing Misc Repairs	PCP	s	7,800										
Airport Park - Infield Resurfacing	PCP	s	17,500	\$	5,000								
Airport Park - Perimeter Path/Drainage	PCP			\$	125,000								
Fort Ethan Allen - Tennis Court Repair	PCP	S	14,800										
Heritage Park - Hard Court Resurfacing	PCP					\$	15,000						
Trash/Recycling Receptacle in Parks	PCP	\$	10,000	\$	10,000	\$	5,000						
Fort Ethan Allen - Perimeter Trail Work	PCP	S	50,000										
Airport Park - Basketball Court Backboards	PCP					\$	6,500						
Bayside Park- Shuffleboard Court Resurfacing	PCP	s	6,500										
Sunny Hollow Park - Parking Area	PCP					\$	40,000						
Airport Park - Pickleball and Tennis Court Resurfacing	PCP							\$	30,000				
Fort Ethan Allen- Hard Court Resurfacing	PCP									\$	15,000		
Bayside Park - Tennis Court Resurfacing	PCP	s	20,000										
Rossetti Natural Area Resurface Path	PCP							\$	20,000				
Bayside Park Softball Field Elimination/Conversion	PCP											\$	55,000
Total Park Improvements		s	159,600	S	145,000	S	71,500	s	365,000	s	170,000	s	55,000

3.06 – Recreation Acquisition & Development Fund, (RAD)

The RAD was originally established in the mid 1980's and authorizes the collection of development impact fees from new residential dwelling units. The current impact fee for FY23 is \$2,059.23 per single-family residential housing unit, and \$1,523.83 per multi-family housing units. The RAD fund is expected to generate approximately \$97,813 in FY23 and \$526,992 over the five-year capital program (FY24-FY28). The PCP is designed to address the short- and long-term needs of the Town's park system.

Table 14 contains a financial summary of all planned RAD projects during FY23-28. More detailed information specific to planned park improvements is shown in Table 15.

Table 14: Recreation Acquisition & Development Fund - Financial Summary

Town of Colchester]	Planned			
FY23-FY28 Capital Budget Program				Capital			
Recreation Acquisition & Development Plan (RAD)			1	Program			
	FY23	FY24		FY25	FY26	FY27	FY28
RAD FINANCIAL SUMMARY							
Beginning Fund Balance	\$ 73,933	\$ 96,746	\$	167,005	\$ 69,770	\$ (49,896)	\$ (106,929)
Program Funding	\$ 97,813	\$ 100,259	\$	102,765	\$ 105,334	\$ 107,967	\$ 110,667
State/Federal Funding	\$ -	\$ -	\$	-	\$ -	\$ -	
Other Revenues	\$ -	\$ -	\$	-	\$ -	\$ -	
Park Improvements	\$ (75,000)	\$ (30,000)	\$	(200,000)	\$ (225,000)	\$ (165,000)	\$ -
Ending Fund Balance	\$ 96,746	\$ 167,005	\$	69,770	\$ (49,896)	\$ (106,929)	\$ 3,738

Table 15: Recreation Acquisition & Development Plan – Detail

Town of Colchester		Pr	oposed		1	Planned				
FY23-FY28 Capital Budget Program		C	apital			Capital				
Recreation Acquisition & Development Plan (RAD)		В	udget		P	rogram				
	Funding		FY23	FY24		FY25	FY26	FY27	F	Y28
PARK CONSTRUCTION PROJECTS										
Airport Park New Bath House and Septic Field	RAD							\$ 165,000		
Bayside/Hazelett Pickleball Courts	RAD						\$ 175,000			
Airport Park Pickleball Court Shelter and Access	RAD	\$	75,000							
Airport Park Expansion Plan Study	RAD			\$ 30,000						
Bayside/Hazelett Bike Park	RAD				\$	150,000				
Airport Park Pole Barn/Cold Storage Facility	RAD				\$	50,000				
Airport Park Pedestrian Access Improvements	RAD						\$ 50,000			
Total Park Construction		\$	75,000	\$ 30,000	\$	200,000	\$ 225,000	\$ 165,000	\$	-

3.07 – Communications Reserve Fund, (CRF)

The CRF was last authorized by the voters in 2020 for a period of five years. The annual appropriation for this reserve fund is \$25,500. The CRF is designed to address the short- and long-term replacement needs of the Town's communication system. The system includes nearly \$850,000 in fixed radio equipment such as base stations, repeaters, and dispatch equipment for the Town's police, rescue, public works, and fire departments.

Table 16 shown below contains a financial summary of all planned communication system improvements during FY23-28. More detailed information specific to these planned improvements is also shown in Table 17. Years shown with an asterisk (*) are outside of the current fund authorization period.

Table 16: Communications Reserve Fund - Financial Summary

Town of Colchester				I	Planned			
FY23-FY28 Capital Budget Program					Capital			
Communications Reserve Fund, (CRF)				P	rogram			
	F	Y23	FY24		FY25	FY26*	FY27*	FY28*
CRF FINANCIAL SUMMARY								
Beginning Fund Balance	\$ 2	223,538	\$ 85,538	\$	111,038	\$ 127,538	\$ 153,038	\$ 167,538
Program Funding	\$	25,500	\$ 25,500	\$	25,500	\$ 25,500	\$ 25,500	\$ 25,500
State/Federal Funding	\$	-	\$ -	\$	-	\$ -	\$ -	
Other Revenues	\$	-	\$ -	\$	-	\$ -	\$ -	
Equipment Sales/Trades	\$	-	\$ -	\$	-	\$ -	\$ -	
Communication Purchases	\$ (1	163,500)	\$ -	\$	(9,000)	\$ -	\$ (11,000)	\$ (35,000)
Ending Fund Balance	\$	85,538	\$ 111,038	\$	127,538	\$ 153,038	\$ 167,538	\$ 158,038

Table 17: Communication Reserve Fund – Detail

Town of Colchester		Proposed		Planned			
FY23-FY28 Capital Budget Program		Capital		Capital			
Communications Reserve Fund, (CRF)		Budget		Program			
	Funding	FY23	FY24	FY25	FY26*	FY27*	FY28*
COMMUNICATIONS EQUIPMENT							
Radio Equipment	Reserve	\$ 160,500	\$ -	\$ 9,000	\$ -	\$ 11,000	\$ 32,000
Dispatch Equipment	Reserve	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000
Total Communications Equipment Purchases		\$ 163,500	\$ -	\$ 9,000	\$ -	\$ 11,000	\$ 35,000

3.08 – Information Technology Reserve Fund, (ITRF)

The ITRF was last authorized by the voters in 2020 for a period of five years. The annual appropriation for this reserve fund is \$35,000. The ITRF is designed to address the short- and long-term replacement needs of the Town's computer systems, office copiers, and other major technology equipment.

Table 18 contains a financial summary of all planned information technology improvements during FY23-28. More detailed information specific to these planned improvements in shown in Table 19. Years shown with an asterisk (*) are outside of the current fund authorization period.

Table 18: Information Technology Reserve Fund - Financial Summary

Town of Colchester				1	Planned			
FY23-FY28 Capital Budget Program					Capital			
Information Technology Reserve Fund, (ITRF)				P	rogram			
		FY23	FY24		FY25	FY26*	FY27*	FY28*
ITRF FINANCIAL SUMMARY								
Beginning Fund Balance	\$	141,464	\$ 42,884	\$	(8,252)	\$ (41,082)	\$ (39,896)	\$ (14,046)
Program Funding	\$	35,000	\$ 35,000	\$	35,000	\$ 35,000	\$ 35,000	\$ 35,000
State/Federal Funding	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Other Revenues	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Equipment Sales/Trades	\$	-	\$ -	\$	-	\$ -	\$ -	\$ -
Equipment Purchases	\$	(133,580)	\$ (86,136)	\$	(67,830)	\$ (33,814)	\$ (9,150)	\$ (85,539)
Ending Fund Balance	\$	42,884	\$ (8,252)	\$	(41,082)	\$ (39,896)	\$ (14,046)	\$ (64,585)

Table 19: Information Technology Reserve Fund - Detail

Town of Colchester		P	roposed			P	lanned				
FY23-FY28 Capital Budget Program			Capital			(Capital				
Information Technology Reserve Fund, (ITRF)		Budget Funding FV23			P	rogram					
	Funding	unding FY23			FY24		FY25	FY26*]	FY27*	FY28*
TECHNOLOGY EQUIPMENT											
Server/Central Equipment	Reserve	\$	49,951	\$	18,823	\$	21,063	\$ 14,100	\$	4,800	\$ 40,910
PC's/Laptops/Tablets	Reserve	\$	26,550	\$	59,813	\$	39,267	\$ 8,900	\$	3,350	\$ 26,550
Telephone Equipment	Reserve	\$	40,000	\$	1,000	\$	1,000	\$ 1,000	\$	1,000	\$ 1,000
Copiers/Postage	Op/Reserve	\$	17,079	\$	6,500	\$	6,500	\$ 9,814	\$	-	\$ 17,079
Total IT Purchases		\$	133,580	\$	86,136	\$	67,830	\$ 33,814	\$	9,150	\$ 85,539

3.09 – Public Safety Capital Plan, (PSCP)

The PSCP was last authorized by the voters in 2021 for a period of five years. Program funding is expected to be \$30,750 for FY23. The PSCP is designed to address the short- and long-term capital replacement needs for specialized equipment in the Town's Rescue, Technical Rescue and Police departments. The PSCP is comprised of four separate reserve funds for police equipment, including the police boat and mobile command unit, rescue equipment, rescue communications, and technical rescue equipment/communications.

Table 20 shown on the following page contains a financial summary of all planned public safety capital improvements during FY23-28. More detailed information specific to these planned improvements is shown in Tables 21-24 on the following pages. Years shown with an asterisk (*) are outside of the current fund authorization period.

Table 20: Public Safety Capital Plan – Financial Summary

Town of Colchester				1	Planned			
FY23-FY28 Capital Budget Program					Capital			
Public Safety Capital Program, (PSCP)				F	Program			
	FY23		FY24		FY25	FY26	FY27*	FY28*
PSCP FINANCIAL SUMMARY								
Beginning Fund Balance	\$ 140,000	5 \$	151,756	\$	174,506	\$ 125,756	\$ 78,506	\$ 81,256
Program Funding	\$ 30,750) \$	30,750	\$	30,750	\$ 30,750	\$ 30,750	\$ 30,750
State and Federal Grants	\$	\$	-	\$	37,500	\$ -	\$ -	\$ -
Other Revenues	\$	\$	-	\$	-	\$ -	\$ -	\$ -
Equipment Sales/Trades	\$ 	\$	· -	\$	-	\$ -	\$ -	\$ -
Police Equipment Purchases	\$ 	\$	-	\$	(75,000)	\$ -	\$ -	\$ -
Rescue Equipment Purchases	\$ · -	\$	-	\$	-	\$ (70,000)	\$ (20,000)	\$ -
Rescue Communications Purchases	\$ (11,000	9)	-	\$	(34,000)	\$ -	\$ -	\$ -
Tech Rescue Equipment/Communications Purchases	\$ (8,000	9)	(8,000)	\$	(8,000)	\$ (8,000)	\$ (8,000)	\$ (8,000)
Ending Fund Balance	\$ 151,750	5 \$	174,506	\$	125,756	\$ 78,506	\$ 81,256	\$ 104,006

Table 21: Police Capital Equipment – Detail

Town of Colchester		Proposed		Planned			
FY23-FY28 Capital Budget Program		Capital		Capital			
Public Safety Capital Program, (PSCP)		Budget		Program			
	Funding	FY23	FY24	FY25	FY26	FY27*	FY28*
POLICE CAPITAL EQUIPMENT							
_							
Mobile Command	Reserve						
Boat Engine Replacement	Reserve			\$ 37,500			
	Grant			\$ 37,500			
	Sub-total			\$ 75,000			
Total Police Equipment Purchases		\$ -	\$ -	\$ 75,000	\$ -	\$ -	

Table 22: Rescue Capital Equipment – Detail

Town of Colchester				Planned				
FY23-FY28 Capital Budget Program				Capital				
Public Safety Capital Program, (PSCP)				Program				
	Funding	FY23	FY24	FY25	FY2	6	FY27*	FY28*
RESCUE CAPITAL EQUIPMENT								
Power Stretcher							\$ 20,000	
2 Multi-monitor/defibulators	Reserve				\$ 70	,000		
Total Rescue Equipment Purchases		\$ -	\$ -	\$ -	\$ 70	,000	\$ 20,000	

Table 23: Rescue Communications – Detail

Town of Colchester				Planned			
FY23-FY28 Capital Budget Program				Capital			
Public Safety Capital Program, (PSCP)				Program			
	Funding	FY23	FY24	FY25	FY26	FY27*	FY28*
RESCUE CAPITAL COMMUNICATIONS							
DB Mobile R-1	Reserve	\$ 11,000					
6 Portable Radios	Reserve			\$ 34,000			
Total Rescue Communications Purchases		\$ 11,000	\$ -	\$ 34,000	\$ -	\$ -	

Table 24: Technical Rescue Equipment/Communications - Detail

Town of Colchester					P	lanned						
FY23-FY28 Capital Budget Program					C	apital						
Public Safety Capital Program, (PSCP)					Program							
	Funding	FY	723	FY24		FY25		FY26	l	Y27*	F	Y28*
TECH RESCUE EQUIPMENT/COMMUNICATIONS												
Equipment/Communications	Reserve	\$	8,000	\$ 8,000	\$	8,000	\$	8,000	\$	8,000	\$	8,000
Total Tech Rescue Equipment/Communications Purchases		\$	8,000	\$ 8,000	\$	8,000	\$	8,000	\$	8,000	\$	8,000

SECTION 4 – Other Revenue Sources

4.01 – Future Bridge Replacement Reserve Fund

The Bridge Reserve Fund was established in 2009. In 2014, the reserve fund contained sufficient funds for the project and therefore was not proposed for reauthorization. There is now \$75,515 remaining in the fund. The town currently owns six bridges with an estimated replacement value of \$24 million. The remaining funding will stay in this restricted account for future capital bridge needs, and as a result there are no projects associated with this funding source during the term of the FY23-FY28 CBP.

4.02 – State and Federal Grants

State and federal grants are used primarily within the Capital Transportation Program with smaller amounts used within the Public Safety Capital Plan. These revenues are obtained through a competitive application process and therefore are not considered a steady revenue stream. Total state and federal grants for FY23 are expected to be \$1,200,000, and \$2,137,500 over the 5-year capital program (FY24-28). Please see Section 2.04 for more information.

4.03 – State Funded Projects

The Capital Budget Program contains several transportation projects on the state and federal transportation system within Colchester that are funded by state and federal transportation funds. FY23 expenditures are expected to be \$22,330,000 and \$17,425,915 over the 5-year capital program (FY24-28).

Vermont Agency of Transportation		Proposed		Planned			
FY23-FY28 Capital Budget Program		Capital		Capital			
	Funding	Budget		Program			
		FY23	FY24	FY25	FY26	FY27	FY28
STATE TRANSPORTATION PROJECTS							
Exit 16 Interchange	State/Fed.	\$ 6,090,000	\$ 2,997,712				
VT2A Improvements	State/Fed.		\$ 231,801	\$ 235,278			
Severance Corners Intersection	State/Fed.	\$ 1,015,000	\$ 2,728,301	\$ 1,045,678			
Exit 17 Interchange	State/Fed.	\$ 15,225,000	\$ 10,187,145				
Total State Transportation Improvements		\$ 22,330,000	\$ 16,144,959	\$ 1,280,956	\$ -	\$ -	\$ -

4.04 – Local Options Tax

The Local Option Tax consists of a 1.0% sales tax as approved by the voters in 2015. Average annual revenues are approximately \$1,500,000. As of December 31, 2021, the balance of the fund is \$6,350,315. At this time, these funds are only authorized for purposes of funding existing debt. Use of these funds for any other purpose requires voter approval.

4.05 – Capital Fund Raising and Donations

Some projects identified on the Candidate List in Section 4.02 will require outside funding sources such as capital fundraising campaigns and donations. The amount raised by these efforts cannot be determined at this time.

SECTION 5 – Project Candidate List

5.01 - Introduction

The project candidate list contains those projects, or types of projects, that have been deemed eligible for inclusion in the Capital Budget Program by the Colchester Selectboard. A project is

considered eligible when the Selectboard determines that the nature of the project is consistent with the purpose and intent of the planned funding source as approved by voters or otherwise required by law. While candidate projects are considered eligible for inclusion into the Capital Budget Program, there may be insufficient program funding which may require the use of other funding sources and/or increases in fees intended to fund capital projects. Other funding sources can include intergovernmental revenues, grants, donations, and publicly approved transfers from the Town's Municipal Service Budget.

5.02 – Eligible Projects

Projects	Intended Funding Source
All rolling stock equipment purchases contained on the Capital Equipment Program inventory list as approved by the Selectboard. All capital repairs and improvements to Town owned buildings.	Capital Equipment and Facility Plan
All capital improvements to the Town's transportation system.	Capital Transportation Program
All capital improvements to the Town's stormwater system.	Stormwater Capital Program
All capital replacement and improvements to the Town's park system.	Park Capital Plan
All capital expansion projects within the Town's park system.	Recreation Acquisition & Development Fund
Replacement of the Mill Pond Road Bridge.	Bridge Reserve Fund
All capital replacements and improvements to the Town's communication systems.	Communication Reserve Fund
All capital replacements and improvements to the Town's computer systems, printers, copiers, and telecommunications equipment, including voter approved expenses previously funding leased IT equipment within the general fund operating budget.	Technology Reserve Fund
Purchase and replacement of the police boat, mobile command, and small equipment and communication needs of Rescue and Technical Rescue	Public Safety Capital Plan
Building and facility energy efficiency projects, including lighting and heating replacements, HVAC replacements, and others	Capital Equipment and Facilities Plan and sources named for "Projects" in below section.
Buildings, equipment and apparatus (fire trucks) to support the Fire Department	Fire Department Capital Fund

Projects

All other capital projects that are either ineligible for existing capital plans or reserve funds, or exceed the available funding within existing capital plans or reserve funds. These capital projects may include but are not limited to;

- Reconstruction of Shore Acres sub-division roadways, (\$3.3M)
- Reconstruction of East Road, (\$4.0M)
- Community Center and park improvements, recreation amenities and additions to the Bayside/Hazelett property, Lower and Upper Bayside Park (\$20M)
- Upgrade to the Bayside intersection, (\$3.4M)
- West Lakeshore Drive bike path and significant stormwater improvements from Prim Road to Bayside, (\$5.4M)
- Upgrade to the Meeting House to accommodate an expansion of the Library including increased program space, (\$1.5M)
- Auxiliary power for Town Office, (\$100,000)
- At this time, Stormwater improvements are expected to be funded through the Town's Stormwater Utility Enterprise fund. However these types of projects remain eligible for inclusion in the Capital Budget Program.

Intended Funding Source

Intergovernmental revenues, publicly approved transfers from the Town's General Fund, lease purchase agreements and other alternative financing, bonding and or Local Options Tax, (As approved by voters) capital fund raising campaigns, grants, donations, future impact fees.

APPENDIX

Table 1:	FY23 Capital Budget Revenue Summary	Page 8
Table 2:	FY23 Capital Budget Expenditure Summary	Page 9
Table 3:	FY24-FY28 Capital Program Revenue Summary	Page 10
Table 4:	FY24-FY28 Capital Program Expenditure Summary	Page 11
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Table 6:	Fire Department Facility Improvements	Page 12
Table 7:	Capital Equipment and Facility Plan – Financial Summary	Page 13
Table 8:	Equipment Purchases	Page 14
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Table 13:	Park Capital Plan – Detail	Page 18
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Table 22:	Rescue Capital Equipment – Detail	Page 23
Table 23:	Rescue Communications – Detail	Page 23
Table 24:	Technical Rescue Equipment/Communications – Detail	Page 23

CAPITAL EQUIPMENT PROGRAM INVENTORY

HIGHWAY DEPARTMENT	<u>ID</u>
EXCAVATOR	HI44
LOADER	HI45
GRADER	HI43
SWEEPER	HI22
DUMP TRUCK	HI3
DUMP TRUCK	HI5
DUMP TRUCK	HI6
DUMP TRUCK	HI1
DUMP TRUCK	HI2
DUMP TRUCK	HI18
ROAD MOWER TRACTOR	HI46
TRACKLESS SIDEWALK TRACTOR	HI47
CREW CAB TRUCK	HI9
PICK UP	HI10
ONE TON DUMP TRUCK	HI4
ONE TON DUMP TRUCK	HI8
TRACKLESS SIDEWALK TRACTOR	HI40
ASPHALT HOT BOX	HI58
PICK UP	HI16
<u>GARAGE</u>	
SERVICE TRUCK.	GA7
WASTEWATER DEPARTMENT	
SERVICE TRUCK	WA17
<u>RESCUE</u>	
AMBULANCE CHASSIS/BOX	RE201
AMBULANCE CHASSIS/BOX	RE202
TECHNICAL RESCUE	
TECH UNIT DIVE TRUCK	RE203
UTILITY BODY	RE204
PICKUP TRUCK	RE205
PARKS & RECREATION	
2WD PICK-UP	BU23
2WD PICK-UP	BU15
4WD PICK-UP	BU21
4WD PICK-UP W/PLOW	BU19
ONE TON 4WD PICK-UP W/PLOW & SANDER	BU11
INFIELD GROOMER	BU76

PARKS & RECREATION CONT'D

LARGE AREA MOWER	BU27
ZERO TURN RIDING MOWER	BU55
ZERO TURN RIDING MOWER	BU74
WALK BEHIND (21 IN) MOWER	BU65
WALK BEHIND (48 IN) MOWER	BU73
ZERO TURN MOWER	BU72
TRACTOR	BU22

ADMINISTRATIVE

SEDAN (ELECTRIC) AD32

POLICE DEPARTMENT

P3
P7
P1
P4
P5
P8
P6
C2
D1
P9
C1
C3
D4
P10
D3
PO192

DEVELOPMENT REGULATIONS



First Adopted 1955 Last Amended October 19, 2021

Effective Date: November 15, 2022
Supplement 44

ARTICLE 4: GENERAL DEVELOPMENT DISTRICTS

- 4.01General Development One (GD1)
- 4.02 General Development Two (GD2)
- 4.03 General Development Three (GD3)/Severance Corners Form Based District
- 4.04 General Development Four (GD4)
- 4.05 Lakeshore One (LS1)
- 4.06 Lakeshore Two (LS2)

General Development districts provide for residential and compatible commercial uses featuring convenience of required facilities and services. Such mixing occurs either within a shared structure, neighborhood, or zoning district, as prescribed.

4.01 General Development One (GD1)

4.02 General Development Two (GD2)

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4.03 General Development 3 GD3/Severance Corners Form-Based (FB) District

A. Purpose. To facilitate a development pattern and interconnected street network within the Severance Corners Form-Based District that is modeled on traditional New England downtowns. The district shall be characterized by higher-density, mixed-use, multi-story buildings that can accommodate retail, office, commercial, light industrial, civic and residential uses. It shall have buildings set close to the sidewalk with entrances, storefronts and windows facing the street. Streets with curbs, street trees and sidewalks shall define small- to medium-sized blocks.

- B. Allowed Uses. Those uses indicated in Table 1 (below) and accessory uses to those uses. Any uses not listed in Table 1 are prohibited. Items that are not customary as accessory uses to those listed in Table 1 are prohibited. Table 1 (below) includes classes of uses (i.e. office); refer to Table A-1: Table of Uses for a detailed list of uses within each class (i.e. general office, research facility or laboratory, medical office).
- C. Establishment of Street Types. Development under the form-based code for this district shall be regulated by street type. Three street types are established, in order from highest to lowest: A Streets, B Streets, and C Streets. When the streets intersect, the primary street frontage is the highest order street type. The front of a principal building and its main entrance shall face the primary street frontage.

- D. Classification of Streets. U.S. Route 7 & 2, Blakely Road and Severance Road shall be A Streets. The classification of any new public or private streets serving development within this district shall be approved by the Town of Colchester at the time of subdivision or site plan approval. Not more than 50% of the total length of new streets within any development shall be classified as a C Street.
- E. Block Standards. No block, which includes an A or B Street, shall exceed a total perimeter length of 1,600 feet. Any block side on an A or B Street longer than 400 feet shall be broken up by a right-of-way allowing, at a minimum, through pedestrian connections.
- F. Development Standards. All development in the Severance Corners Form-Based District shall be subject to the standards set forth in Tables 2-6 below.
- G. Definitions. Terms specific to this section are defined as follows: Frontage Buildout. Frontage buildout shall be calculated based on the widest point of a building between the minimum and maximum front setback lines and the width of the lot at the front lot line.

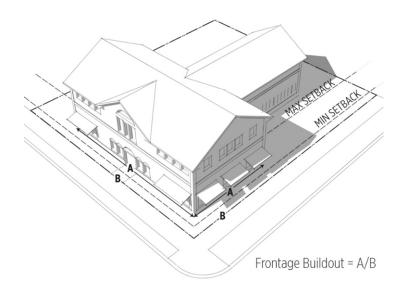


Table 4-1. Allowed Uses in GD3/FB District

		A STF	REET	B STR	EET	C STREET		
1	SUPPLEMENT 30 (TABLE A-1: TABLE OF USES) TAILED LIST OF USES WITHIN EACH CLASS)	GROUND FLOOR	UPPER FLOOR	GROUND FLOOR	UPPER FLOOR	GROUND FLOOR	UPPER FLOOR	
1.100	Single-Family Dwelling	TEOOK	TLOOK	TLOOK	TLOOK	P	P	
1.200	Two-Family Dwelling					Р	Р	
1.300	Multi-Family Dwelling		Р	С	Р	Р	Р	
1.400	Dwellings (w/ services, care or treatment)	Р	Р	Р	Р	Р	Р	
1.530	Hotel & Motel	Р	Р	Р	Р			
1.540	Extended Stay Hotel	Р	Р	Р	Р	Р	Р	
1.550	Inn	Р	Р	Р	Р	Р	Р	
1.600	Temporary Residences		Р		Р	Р	Р	
1.700	Home Businesses		Р		Р	Р	Р	
2.110	Convenience Store	Р		Р				
2.120	Shopping Center	Р	Р	Р	Р			
2.130	Retail Sales	Р	Р	Р	Р			
2.140	Retail Food Establishment	Р	Р	Р	Р			
2.150	Wholesale Establishment			Р	Р			
2.610	General Merchandise Rental	Р		Р				
3.100	Office	Р	Р	Р	Р	Р		
3.200	General Services	Р	Р	Р	Р	Р		
4.100	Manufacturing (fully enclosed)			Р	Р			
5.000	Edu., Cultural, Religious & Social Uses	Р	Р	Р	Р	Р	Р	
6.100	Recreation & Entertainment (indoor)	Р	Р	Р	Р			
6.210	Private Recreational Facilities	Р	Р	Р	Р	Р	Р	
6.220	Public Outdoor Recreation	Р		Р		Р		
6.300	Coliseums and Stadiums	Р	Р	Р	Р			
7.000	Institutional Residence & Care Facilities		Р	Р	Р			
8.000	Restaurants, Bars & Nightclubs	Р	Р	Р	Р			
9.100	Automobile Parking	Р	Р	Р	Р			
9.230	Archival Facility		Р	Р	Р			
9.240	Distribution Facility			С	С			
11.030	Public & Semi-Public Facilities	Р	Р	Р	Р	Р	Р	
11.300	Transit Center			С	С			
11.400	Public Garage	Р	Р	Р	Р			
11.500	Municipal Services	Р	Р	Р	Р			
11.800	Post Office	Р	Р	Р	Р			
11.900	Essential Service Facility	Р	Р	Р	Р	Р	Р	
12.000	Towers and Related Structures		Р		Р			
13.000	Temporary Structures	Р		Р		Р	Р	
14.000	PUDs	Р	Р	Р	Р	Р	Р	

Table 2. A Street Dimensional Standards

A Streets are lined with mixed-use, multi-story storefront buildings that are positioned at the front of each lot. The following standards shall apply to all lots and buildings fronting on an A Street:

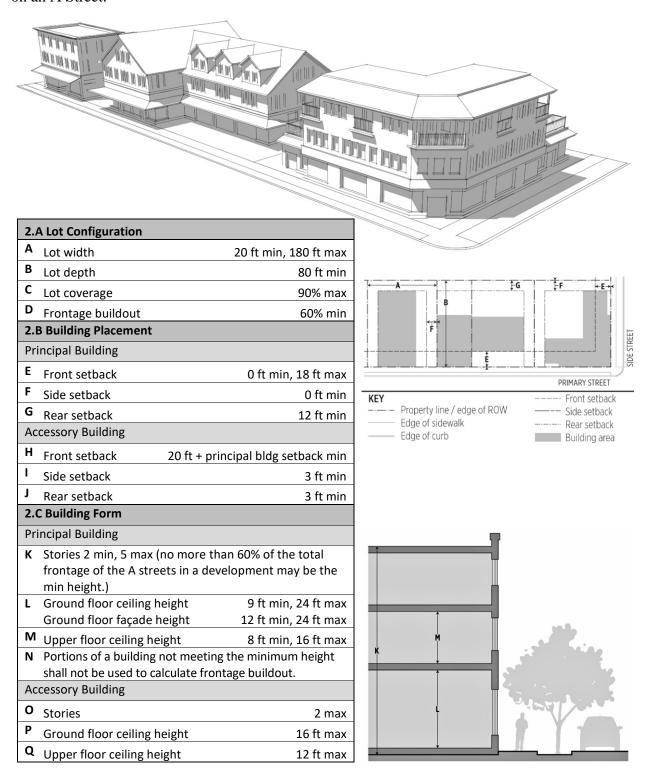
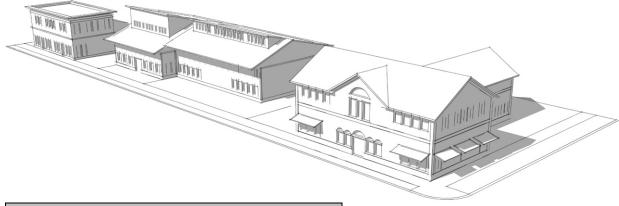


Table 3. B Street Dimensional Standards

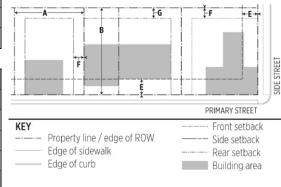
B Streets feature mixed-use, multi-story buildings that are positioned near the front of each lot. The following standards shall apply to all lots and buildings fronting on a B Street:



3.A Lot Configuration		
Α	Lot width	20 ft min, 150 ft max
В	Lot depth	80 ft min
С	Lot coverage	85% max
D	Frontage buildout	50% min

3.B Building Placement				
Principal Building				
Ε	Front setback	0 ft min, 18 ft max		
F	Side setback	0 ft min		
G	Rear setback	12 ft min		
Accessory Building				
н	Front setback	20 ft + principal bldg setback min		
ı	Side setback	3 ft min		
J	Rear setback	3 ft min		

3.C Building Form		
Principal Building		
K	Stories	2 min, 4 max
L	Ground floor ceiling height	9 ft min, 24 ft max
М	Upper floor ceiling height	8 ft min, 16 ft max
N	Portions of a building not meeting the minimum height shall not be used to calculate frontage buildout.	
Accessory Building		
0	Stories	2 max
Р	Ground floor ceiling height	16 ft max
Q	Upper floor ceiling height	12 ft max



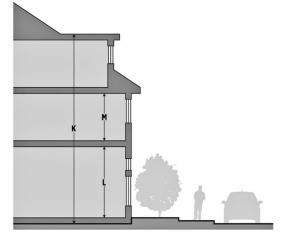
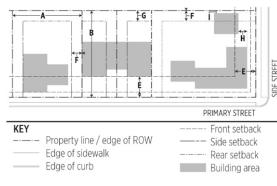


Table 4. C Street Dimensional Standards

C Streets feature multi-story residential and compatible mixed-use buildings that are set back from the street behind a shallow green strip. The following standards shall apply to all lots and buildings fronting on a C Street:



4.A Lot Configuration		
Α	Lot width	30 ft min, 120 ft max
В	Lot depth	80 ft min
С	Lot coverage	85% max
D	Frontage buildout	40% min
4.1	B Building Placement	
Pri	incipal Building	
E	Front setback	6 ft min, 24 ft max
F	Side setback	0 ft min
G	Rear setback	12 ft min
Accessory Building		
Н	Front setback	10 ft + principal bldg setback min
ı	Side setback	3 ft min
J	Rear setback	3 ft min
4.0	C Building Form	
Pri	incipal Building	
Κ	Stories	1.5 min, 3 max
L	Ceiling height	8 ft min, 12 ft max
Accessory Building		
М	Stories	2 max
N	Ceiling height	12 ft max



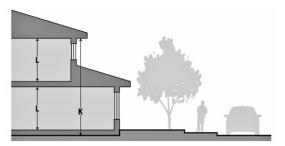


Table 5. Architectural Standards

The following standards shall apply to all buildings within the Severance Corners Form-Based District:

5.A Projecting Façade Elements Projecting facade elements may encroach within setbacks as specified below, but shall not extend beyond lot lines. Projecting facade elements shall not be used to meet frontage buildout requirements, with the exception of a colonnade or arcade with enclosed upper floor space above. Awnings and Marquees A Depth 4 ft min, 12 ft max **B** Vertical Clearance 10 ft min C Length 25% of façade min Porches and Balconies **A** Depth 6 ft min, 16 ft max **B** Vertical Clearance 8 ft min **C** Length 8 ft min Porches and balconies shall be open and unenclosed. Ground-floor, front porches shall not be screened. Colonnades and Arcades **A** Depth 8 ft min, 20 ft max **B** Vertical Clearance 10 ft min 75% of facade min **C** Length iProperty line Colonnades and arcades shall only be permitted on streetfacing facades along an A or B Street. **Stoops and Patios A** Depth 6 ft min **D** Height Above Sidewalk 2 ft max Stoops and patios shall not restrict sidewalk width to less than 4 feet on a C Street or 6 feet on an A or B Street. **Bay Windows** A Depth 6 ft max C Length 8 ft max Bay windows shall have fenestration on both front and side surfaces. **Eaves and Cornices** A Depth 18 in min, 36 in max

Overhang depth for secondary roofs over building

elements such as porches or dormers, or for primary roofs on small accessory buildings may be reduced to 9 inches.

5.B Walls & Facades

Composition

Street-facing building facades shall have a defined base, middle and top formed by an articulated cornice and roof.

An expression line shall delineate the division between the first and second story on facades facing an A or B Street.

The second story on an A or B Street must have an articulated vertical façade of 50% or greater in order to be considered for a second story.

Cornices and expression lines shall either be moldings or jogs in the surface plane of the building wall with a minimum depth of 2 inches.

All building facades facing an A or B Street shall incorporate at least one of the following elements at ground level: awnings, porches, colonnades, arcades, or storefronts.

All building facades facing a C Street shall incorporate at least one of the following elements: porches, balconies, stoops, or bay windows.

The total frontage of B Streets within a development shall not be more than 50% multifamily in use on the ground floor.

Bays

Street-facing building facades greater than 60 feet in width shall be divided into bays.



5.C Roofs

Type

Buildings fronting on C Streets shall have pitched roofs. Buildings fronting on an A or B Street may have pitched or flat roofs.

Pitched Roofs

Pitched roofs shall be a symmetrical gable, hip, gabled hip, hipped gable or cross gable with a pitch no less than 5:12.

Secondary shed roofs with a pitch no less than 2:12 may be used over building elements such as porches or dormers.

Flat Roofs

Flat roofs shall incorporate a cornice and parapet designed to screen views of the roof surface and any roof-mounted equipment from street level.

5.0	O Windows & Doors		
Οp	enings in Street-Facing Facades		
	Ground Floor (A Street)	40% min	
	Ground Floor (B Street)	30% min	
	Ground Floor (C Street)	30% min	
	Upper Floor (all streets)	10% min	
Α	Blank Walls (all streets)	20 ft max	
	indows		
	All windows facing streets, except for storefrowindows, shall be rectangular or arched & shoriented vertically. Vertical windows may be a horizontal opening. Windows facing streets shall use transparent	all be grouped in	
	materials and shall provide view of interior sp		←B→ _ _←A→ _
В	Except as part of a storefront, windows shall closer than 2 feet to building corners.		C
	Shutters shall be sized so as to equal the widt to cover the window opening and shall be ins the hardware necessary to make them function	talled with	
	Drive-through service windows may <i>not</i> be po		[] Wall openings [_] Total facade area
	on the front facade of buildings.	ciiiiicca	L_J Total lacade alea
Do	ors		
С	Pedestrian-entry doors shall be provided at in greater than 50 feet along all street-facing fac		
	Sliding, patio-style doors shall not be located ground-floor, street-facing facades.		
	Service, security or garage doors shall not be street-facing facades, except for residential g C Streets (see 6.A below).		
Sto	prefronts		
	Storefronts shall have transparent display win covering no less than 70% of the portion of the between 1 and 7 feet above the adjoining sid	ne wall	
E	ground. Display windows shall sit on a 1- to 2-foot hig bulkhead and shall be a minimum of 5 feet hi windows may be oriented horizontally. Resid	gh. Display	E E

windows shall not be used on a storefront.

Table 6. Parking Standards

It is the intent of these standards to ensure a balance between compact pedestrian-oriented development and necessary vehicle storage. The following standards shall apply to all surface and structured parking within the Severance Corners Form-Based District in addition to all other applicable provisions of these regulations (in the case of a conflict, the standards below shall govern):

6.A Placement

Surface Parking

- A Surface parking located on a lot with a principal building shall be located behind the principal plane of the building and a minimum of 9 feet from the front lot line.
- **B** Surface parking located on a lot without a principal building shall be set back from streets with landscaped green spaces as follows:

Setback (A Street)	30 ft min
Setback (B Street)	20 ft min
Setback (C Street)	10 ft min

Parking Structures

Liner buildings shall be provided between above ground parking structures (with more than 3 stories of parking above grade) and streets. Liner buildings may be attached to or detached from parking structures.

C Liner Building Depth 24 ft min

Residential Garages

Residential garages may front on C Streets, but wherever possible they should face the side or rear.

D Residential garage doors facing a C Street shall be set back a minimum of 8 feet behind the principal plane of the building and shall not exceed 10 feet in width when the door faces the street.

6.B Design

E Consecutive Surface Parking Spaces Per Row

10 max

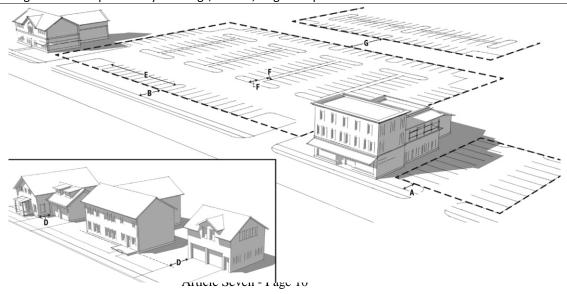
Landscape strips at least 6 feet in width shall be provided between aisles of surface parking and islands at least 9 feet in width shall be provided at the end of and within aisles (to divide consecutive rows of parking).
 Use of LID approaches to stormwater management within surface parking lots is encouraged and landscape strips may be used to collect and infiltrate runoff.

6.C Amount

There are no minimum number of parking spaces required for any use within this district.

Parking spaces do not have to be contiguous with the building or use they serve.

G No surface parking lot shall include more than 150 spaces. This calculation shall include all contiguous parking areas not separated by buildings, streets, or green spaces at least 50 feet in width.



Town Center Events



Town Center Events



Colchester Police Visits Pre-School



Town Center Events



Colchester Corners Autumnal Market

Hundreds of visitors from Colchester and beyond came together to enjoy local crafters, artisans, food trucks, yard games, autumn-themed crafts, and live music!



Town Center Use





Throughout the winter months, the community can view the illuminated S.D. Ireland truck and landscape!





Town Center Use





The Colchester community utilizes the Town Center for recreation and community-building purposes.







www.colchestervt.gov

MEMORANDUM

TO: Jacob Hemmerick, Planning and Policy Manager, VT Department of Housing and

Community Development

FROM: Cathyann LaRose, Director of Planning & Zoning & Kathi Walker-O'Reilly, Director

of Economic Development

DATE: April 28, 2023

RE: Supplemental Information for Town of Colchester, New Town Center 2022

Renewal

In response to your initial review of Colchester's application for renewal of its New Town Center designation, I've enclosed some supplemental information that I hope is helpful for the department and the reviewing Board.

A. Additional buildout of the NTC

There are many factors to consider when making an estimate of additional buildout. While state stormwater permitting and treatment is the biggest, it should also be noted that there are mapped wetlands on the site, and some areas are currently in the overall PUD plan for planned amenities. Should these be changed or consolidated, future building could potentially occur in those areas. I've attached a staff-modified map to highlight potential areas. The most important note is that the town is supportive of additional growth here, particularly increased physical density and increased building heights for future buildings.

B. Implementation status of the NTC's multi-use pathway

The first part of the multi-use pathway was constructed in 2021 along most of the northern and eastern boundary of the NTC area and is used frequently throughout the year. A second phase is planned to be constructed as part of the Severance Corner intersection upgrades, managed by VTrans, and a third phase, which would ideally connect the Growth Center area to the bay, has been identified but does not yet have scoping, final design, or funding.

C. Capital projects within the NTC

Vermont Agency of Transportation is in the design phase for an extensive upgrade to the Severance Corners intersection (Rte. 7/Blakely Road/Severance Road). Their design includes added lanes, pedestrian and bicycle facilities including paths and on-road lanes, and public transportation (bus) shelters and pull-offs. VTrans is planning to complete work (the DDI and related improvements) at Exit 16 and work at Exit 17 (signalization and lane additions and improvements and bridge work) before beginning construction at the Severance Corners intersection.

D. Water capacity

The Town has met regularly with Champlain Water District to continually monitor water allocations and usage within the entirety of the Growth Center, including the NTC. This area is part of Colchester Fire District #3's High Service area. The HS area is serviced by two tanks on Water Tower Hill, expanded in large part to serve this area.

As of late 2022, the allocations for the area covered by the GC and NTC still far exceeded usage. The tanks have 462,930 gallons of available storage. 205,088 gallons are currently in usage, while 185,976 additional gallons are committed. This number includes the large, area at the northeast quadrant which is in the permitting process. The NTC area has received more allocation than it currently uses, but even so, 71,866 gpd are available after usage and commitments.

E. Sewer capacity

Sewer treatment capacity has always existed for the entirety of the NTC and the larger GC, and remains available today. Within the 331,754 gpd assigned to Severance Corners, the SWQ has 67,035 gpd connected with no reserve. Even with conservative projections for the remaining quadrants, we expect to have in excess of 50,000 gpd available.

Sewer treatment capacity is critical. Still, it must be acknowledged that treatment alone is one part of the system. The hydraulic capacity (force mains and pump stations) of the overall system is necessary in order to get the wastewater to the treatment site. The Town has sufficient hydraulic and treatment capacity to treat all of the NTC area. We have proactively undertaken a third-party capacity analysis to ensure the correct timing and cost recovery mechanisms for necessary long-term upgrades or replacements to the hydraulic components for a full buildout of the whole of the GC. The Town also has a reserve fund for capital improvements in the area. I am confident in saying that treatment and hydraulic capacity will be fully available for the entirety of the NTC and GC.

I hope that this supplemental information will answer any lingering questions or clarify points within the application. I've also enclosed additional photographs of the area. I'm happy to provide more information as necessary. Thank you.

