



Zoning Administrator
PO Box 748
Morrisville, VT 05661

(802) 888-6373
Fax: (802) 888-6377

July 28, 2015

LCPC
PO Box 1637
Morrisville, VT 05661

RE: Morristown/Morrisville 2015 Municipal Plan (updated by petition)

Dear Tasha,

Per 24 VSA §4385, enclosed please find a copy of the Morristown/Morrisville Municipal Plan. I would like this plan to be regionally approved per 24 VSA §4350. This is the exact same plan that was approved by LCPC in 2013 sans for some minor language changes in the Land Use Chapter to respond to a petition regarding the zoning of the Green Mountain Arena parcels. Along with this revised Land Use Chapter, a Flood Resiliency Chapter was added to ensure statutory compliance.

Please do not hesitate to contact me with any questions regarding the plan or this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Thomas", is written over a horizontal line.

Todd Thomas, AICP
Zoning Administrator / Planner

Morristown Municipal Plan

Adopted 6 July 2015 by the Morristown Selectboard and the Morrisville Village Trustees

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Community Profile

The Town of Morristown lies in south central Lamoille County. The Town is comprised of 34,176 acres of land covering approximately 50 square miles. The Village of Morrisville covers just over 3.5 square miles in the north central area of the Town. Over the entire Town, the population density is 104.5 persons per square mile and within the Village the population density is 589.4 persons per square mile.

Population and Growth

Population information is some of the most basic and important data needed in order to plan for a community. Morristown's population as of the 2000 Census was 5,139 people comprising almost one quarter of Lamoille County's population. In 2010, Morristown's population increased to 5,227. This is an increase in total population of 1.7% since the last census. Of the total population, 1,958 people, or 37% of residents live in the Village and 3,269 people, or 63% of residents live outside the Village. The Village population declined since the 2000 Census, but the growth outside the Village more than made up for that population loss. Recent Census figures for Morristown and Morrisville are as follows:

Recent Population Trends in Morristown & Morrisville

<u>Year</u>	<u>Lamoille Cnty</u>	<u>Morristown</u>	<u>Morrisville</u>
2000	23,233	5,139	2,009
2010	24,475	5,227	1,958
Increase by #	1,242	88	-51
Increase by %	5.35%	1.71%	-2.54%

Future Population Growth

Lamoille County was the second fastest growing county in the state in the 2010 Census. While Vermont grew by 2.8% from 2000-2010, Lamoille County grew at rate of 5.3%.

Morristown's growth rate of 1.7% was not as large as some of the neighboring towns to its west over the last decade. These towns are still being pressured by the expanding growth from Burlington and Chittenden County, where Morristown does not receive the same pressure due to its proximity from Chittenden County. It remains to be seen if Morristown will start to feel development pressure from the northeast due to the recent major investments in Newport and at Jay Peak Ski Resort. Regardless of pressure from either Chittenden County or Newport/Jay Peak, it is believed that Morristown will continue to grow during the next decade, but at a slower rate than neighboring towns in the western section of Lamoille County. However, the Planning Commission believes that Morristown remains positioned for strong economic growth, as cited in the Town Plan's Economic Development Chapter and the Statement Concerning Development Trends and Adjacent Municipalities. The Planning Commission also believes that the recent zoning changes made in downtown Morrisville that greatly increased the density allowed therein will reverse the recent tide of population loss in the Village.

Statement Containing All Objectives & Policies

Land Use Policies:

Morristown should maintain its small-town character and its neighborhoods, while planning for anticipated growth and recognizing that the prosperity and growth of the Village and the Town are interconnected and the decisions made by one entity ultimately impact the other.

Morristown's land use should continue in the same pattern, maintaining the historic residential and agricultural land uses in the Town and concentrating business and commercial uses in the Village and the various business zones.

Morristown supports commercial development in the new Airport Business Zone, as the continued residential growth around the airport posed a threat to its viability.

Morristown should ensure that the existing rural character of Route 100 (south of the Airport Business Zone and excluding the parcels previously mentioned as candidates for business zoning at the intersection of Golf Course Road, Goeltz Road & LaPorte Road), along with Stagecoach Road and Randolph Road, which are characterized by existing residential development interspersed with large tracts of open land and agricultural land, remain intact.

Morristown supports all development in Uptown Morristown that complies with the recommendations of the Morristown North End Business District Circulation Study, dated September 30, 2011.

Development in the Uptown section of Morristown that is contrary to the recommendations included in the North End Business District Circulation Study master plan shall be opposed.

Morristown strongly supports mixed uses in the downtown Morrisville and supports all projects that enhance the continued vitality therein.

Timely consideration should be given to facilitating and providing municipal facilities such as sewer and water to new areas zoned for light industrial growth.

The continued expansion of municipal services in the Commercial Zone and Industrial Zone should remain a joint priority for both municipalities, with the goal of continuing to capitalize on opportunities to best utilize existing municipal services.

Land Use Objectives:

The Selectboard, Village Trustees, Planning Commission and Development Review Board should continue to ensure that policies and regulations are administered fairly and expediently.

Morristown should carefully consider the zoning of new lands being considered for development.

Review Village and Town zoning and clearly define the purpose of each district, then bring the regulations into line with these purposes. Specifically address setbacks, heights, landscaping & signage which is compatible with existing neighborhood structures; conditional and permit uses; environmentally sensitive areas such as wildlife habitat, shorelines and public water source protection areas.

Morristown should provide incentives to help ensure that areas characterized by existing residential development interspersed with large tracts of open land and agricultural land remain intact. The visual appeal of the open land between the Stowe town-line and the airport should be preserved as much as possible through incentivizing techniques such as planned unit developments, conservation easements and the acquisition of open land.

The Planning Commission should work to adopt a Planned Residential Development subdivision bylaw that is density neutral, but allows for the development of smaller lots in exchange for the permanent protection of open space.

Given the pending completion of the Morrisville truck route, the Planning Commission should evaluate the zoning for Bridge Street and Brooklyn Street and plan for ways to create a safer and more pleasant pedestrian and bicycle experience in downtown Morrisville once trucks are removed therefrom.

New additions to the public infrastructure in the downtown, such as a sidewalk bulb-outs and street trees should be introduced on Portland Street, Bridge Street and Main Street in places where truck traffic made them impossible in the past.

Morristown believes that the conversion of large Village homes into residential units (often with absentee landlords) is undesired. The Planning Commission should look for ways to encourage property owners to live in the Village.

The Morristown Planning Commission should evaluate creating rural village zoning districts to protect the historical and existing character of Morristown Corners and Cadys Falls.

The Morristown Corners and Cadys Falls community water systems should be evaluated for a possible connection to the Morrisville Water and Light water system.

The Planning Commission should evaluate if something different than the current two-acre minimum lot size is more appropriate in areas like Mud City and on the land adjacent to Vermont Route 12, Vermont Route 15 A and Vermont Route 100 south of the Village.

The Planning Commission should review the zoning along the commercially zoned areas of Route 15 to ensure that the development proposed therein meshes with the vision laid out by the land use chapter of the Town Plan and the aforementioned North End Circulation Study.

The Planning Commission should review the setbacks and residential density requirements currently designated along Route 15, Center Road, Trombley Hill Road and Frazier Road in the Commercial Zone to ensure that these regulations work with the existing property in this area and lay the groundwork for development that is seen as a benefit to the landowners and the Town.

The Selectboard and Village Trustees should evaluate if the creation of a special tax zone with the goal of expanding municipal water and sewer infrastructure to benefit new development and job and business growth, is a strategy that should be implemented to ensure growth in a fair and efficient manner.

The Selectboard should prioritize the investigation of the development of a municipally owned industrial park within existing business zones to ensure that companies who want to expand or relocate to Morristown have the opportunity to do so.

Business zoning must be immediately expanded to viable lands where development can happen quickly, as there is clear evidence of pent-up demand. By petition, this expansion of business zoning should include the Green Mountain Arena parcels located at 704 Bridge Street. The Planning Council is open to suggestions regarding lands that could be used for business purposes, but should begin to examine the following list of additional properties where the expansion of Airport Business, Industrial & Business Enterprise zones can take place and development can happen quickly. These areas may be chosen as a site for expanded business zoning, provided that Bishop Marshall's land in the Business Enterprise Zone remains off the market:

- the Cheng property across from the Bishop Marshall School;
- the Village of Morrisville parcel between Trombley Hill Road & Center Road;
- the Houle property on Rte 15 to the rear of the radio station;
- extending the BE zone southward so it connects with the Airport Business Zone;
- parcels 103 & 156 at the intersection of Golf Course Road, Goeltz Road & LaPorte Road;
- redrawing the existing industrial zone boundary near the intersection of Needle Eye Road and Vermont Route 15W so it splits parcel 35-1.

The Planning Commission should evaluate whether offering a limited density bonus, or other type of "carrot" incentive could further the use of low impact development techniques (such as rain gardens, disconnecting roof runoff and the utilization of natural land features and processes) in Morristown.

Transportation Policies:

Major roadways, especially Route 15, Route 100, Route 12 and Route 15A should have limited curb cuts outside the Village to allow for smooth travel in and out of Town.

The Morristown Highway Department shall not approve Access Permits that create blind driveways.

All new or upgraded roads shall be constructed to comply with the Town of Morristown Road Policy.

New development must not exceed the capacity of existing transportation facilities.

The development of transportation infrastructure in the North End/Uptown should be done in conjunction with, and as planned by, the Morristown North End Business District Circulation Study dated September 30, 2011.

All development adjacent to the Lamoille Valley Rail Trail should account for the possibility of future rail use. The planning commission should consider requiring a minimum setback from the LVRT for this purpose.

Morristown strongly supports the use of the LVRT rail line as a four season trail.

Sidewalks are encouraged in the densely populated sections of the Village – as funding permits. Proposals to add sidewalks in the Town should only be considered when in reasonable proximity to existing pedestrian infrastructure.

Morristown supports the extension and development of recreation trails, bicycling facilities and walking paths.

Morristown supports private efforts and use of federal tax dollars to provide transportation services to assist elderly and disabled residents who wish to remain in their homes.

Morristown supports carpooling and vanpooling by local commuters to reduce transportation costs and impacts.

Morristown supports allowing shared parking for developments and businesses that have different peak parking demands, both in municipal and private parking lots.

Morristown strongly supports efforts to connect the Stowe Recreation Path to the LVRT in downtown Morrisville.

Morristown supports mixed mode transportation, especially in downtown Morrisville.

Transportation Objectives:

Plan for impacts of the truck route on local road network accesses and the Village.

Consider rezoning streets like lower Bridge Street that will have significant traffic increases as a result of the truck route and its reconfigured traffic patterns.

Participate in the Lamoille Transportation Advisory Council in order to coordinate and plan for road maintenance and improvements with adjoining towns, thereby ensuring that the interests of Morristown are adequately address by the County and the State.

The Planning Commission should retain open lines of communication with the State regarding the confluence of transportation and zoning issues on Routes 100 and 15.

The Selectboard should consider planning ahead with a reserve fund for bridges culverts and other costly road maintenance.

The Planning Commission, in conjunction with the Town Highway Department, should immediately work to develop a more nuanced access management policy than what is currently required for Access Permits. New driveway and new roadway access points to Town Roads should be limited to one per property and directed towards roads designed for access and not roads designed for the movement of traffic. When a property borders multiple roads (where one road is designed for access and the other road is designed for movement), the curb cut to said property should be required to take place on the road designed for access and should never create a blind driveway.

The Selectboard should consider the public's actual use of the new road (i.e. the public benefit) when considering street acceptance. Roads that provide little public benefit, like subdivision cul-de-sacs that provide no traffic circulation benefit or access to public property, or long stretches of roads without houses thereon, should not be considered for street acceptance.

The Selectboard should amend the Town of Morristown Road policy so that the minimum number of homes being served by road being put up for acceptance is five and not three.

The Selectboard should monitor the Highway Department's take rate from the gravel pit to ensure that it is the long-term resource that it was purchased to be.

The Selectboard should open a dialogue with Union Bank to inquire if a portion of its staff could be directed to park in the Copley municipal parking lot to lessen the incorrect appearance of a parking shortage in the downtown.

It is recommended that the Selectboard evaluate the North End Circulation Study and investigate funding opportunities to improve the intersection of Stafford Avenue and Brooklyn Street as the construction of the Truck Route progresses.

Once construction of the truck route is complete, the Selectboard should reevaluate the intersection of Vermont Route 12, Vermont Route 15A and Copley Avenue. Land around this intersection should be preserved to the extent possible to ensure that any future intersection realignment is done with minimal cost and minimal difficulty.

Morristown supports lengthening the runway of the Morrisville-Stowe airport to 4,000 feet in length. The Selectboard should work with the Vermont Agency of Transportation towards this purpose.

The Morristown North End Business District Circulation Study should be used to update the zoning bylaws and the transportation infrastructure in this section of Morristown.

Utility & Facility Policies:

Any development within Morristown must not place an undue adverse impact upon municipal facilities.

Encourage and support projects that enhance the vitality of the downtown.

No development should occur within the wellhead protection areas except in strict accordance with §300, Source Protection Area, of the zoning bylaws.

All new roads must meet Town standards to ensure access for fire and rescue vehicles.

Height limitations of 35 feet in residential areas and 50 feet in downtown Morrisville should be maintained to accommodate fire and rescue efforts.

Support new economic opportunities, through the use of telecommunications, satellite technologies and the expansion of wifi.

Support the enhancement of telecommunication/wireless networks when such facilities do not have significant adverse environmental, health or aesthetic impacts. In order to minimize tower proliferation, it is the policy of Morristown/Morrisville to encourage applicants to co-locate on existing tower and/or tower sites and related facilities.

Two of Morristown's/Morrisville's principal scenic qualities are its ridgeline and mountainsides. These areas are significant contributors to the maintenance and enjoyment of the rural character. The ridges are predominately undeveloped and provided an unbroken skyline view from the valley floor. Development above 2500' is prohibited, for all uses other than telecommunication towers used solely for governmental public safety purposes. The use of lower ridges for telecommunication towers, antennas, satellite dishes, wind turbines and related facilities need to be undertaken in a manner that will not unduly detract or adversely affect these scenic values. Accordingly, protection of these areas from insensitive development is a matter of public good. To minimize the conflict with scenic values, the development of aforementioned facilities should employ the following principles: a) where feasible, be located in areas not highly visible to the traveling public, or from residential areas, historic buildings, and public use areas or outdoor recreation areas, such as trails; b) be located in forested areas or be sufficiently landscaped to screen the lower sections of said facilities from public vantage points, such as trails, roads, or waterbodies; c) utilize material, architectural

styles, color schemes, lighting fixtures, mass and other designed elements to promote aesthetic compatibility with surrounding uses and to avoid adverse visual impacts; d) where prominent views of the site exist, be located downgrade of the ridge so as not to exceed the elevation of the immediate ridge; e) where construction of the access roads are involved, to minimize visibility, situate access roads to follow the contour of the land and to avoid open fields or meadows; and f) avoid peaks and ridges which function as focal points.

Utility & Facility Objectives:

Morristown should study if the current development height maximum of 2,500 should be lowered.

The Village Trustees and Selectboard must continue to monitor facilities and service capabilities and communicate concerns to the Development Review Board.

The Town should continue to work with the Village in the coming years to build out the sewer system within the Sewer Service Management Area.

The Town should continue to work with the Village to find and use creative funding methods, such as Tax Increment Financing (TIF), to help build infrastructure, especially the expansion of sewer lines in the SSMA.

When warranted by development pressure, a sewer line should be built across the Long Bridge on Bridge Street to serve the future needs of the underdeveloped Business Enterprise zoning district.

The Planning Commission should examine zoning bylaw changes that decrease the allowable density in areas outside the SSMA. Such a change would ensure that land use regulations, and not the location of the SSMA, control the rate and scale of development.

The Planning Commission should review wellhead protection area zoning bylaws periodically to ensure the regulations continue to have the desired impact on development in these areas.

The Planning Commission should ensure that all future development in the Uptown/North End section of Morristown does not lead to further degradation of Wilkins Ravine. It is further recommended that the Town leverage available funding with grant opportunities to improve stormwater attenuation and treatment in the sub-watershed.

During the current five year lease period, the Town's top priority should be to find and evaluate locations for a permanent location for its office space. If possible, said location should take advantage of an existing structure that can be restored for the Town's purposes. If it is determined that a new building need be constructed for the Town offices, it shall be located within the Sewer Service Management Area to take advantage of existing population density (for

the convenience of the residents) and existing infrastructure. The goal for a permanent/owned Town office space is a location in the Village.

The Planning Commission should revise Morrisville/Morristown Zoning and Subdivision Bylaws to require that all development receives and displays an E911 address prior to the receipt of a zoning permit.

The Planning Commission should revise the Morrisville/Morristown Zoning and Subdivision Bylaws to require that all Major Subdivisions be equipped with a fire pond and a dry hydrant that is acceptable to the Fire Chief at the applicant's expense.

Grant and funding opportunities should be explored to support the Noyes House Museum structure, programs and staffing.

Grant opportunities should be researched and an eight year financing and development plan should be developed, to restore and expand recreational opportunities located on school property, particularly the tennis courts, the running track and the field house.

Grant opportunities should be sourced to develop a less flood prone trail system at the Oxbow, as well as for the expansion of the picnic access and the creation of new river access.

The Selectboard should work with the Village Trustees to obtain a lease for Clark Park that would allow them to maintain it and make improvements thereon for recreational purposes.

A joint committee with representatives of the school board and Selectboard could be appointed to study the possibility and feasibility of repurposing the Graded Building to municipal offices and a park.

The ConnectMorristown.org wifi zone does not yet cover all of the downtown and it is recommend that it be expanded via the continued use of the enterprise fund and the sourcing of grant opportunities.

Historic, Scenic & Archaeological Policies:

The Town supports the local historical society in their efforts to educate the public about Morristown's history and options available to owners for protecting the historic character of properties.

Development within the historic district should be in character with the surrounding architecture.

Morristown encourages the restoration and reuse of historic buildings where economically feasible.

Morristown recognizes the importance of certain streetscapes and scenic vistas in defining Morristown as a place to live and work.

Morristown recognizes the importance of the Lamoille River in Morristown's history and its continuing scenic, archeological and recreational values.

Morristown encourages vitality of the downtown business district by supporting efforts of citizen groups to upgrade pedestrian access and create a more attractive streetscape.

Development should avoid ridgelines, especially the scenic views called out in this chapter. Any ridgeline development should be setback from the edge of the hill and leave a forested buffer to protect the view from the valley.

Telecommunication towers must be sited and constructed in such a manner as to eliminate or minimize visual impacts, especially noted scenic views, using the latest stealth technology.

Morristown encourages clustering of residential development to protect open spaces and scenic areas, especially those visible from roads.

Historic, Scenic & Archaeological Objectives:

The Planning Commission should review site plan approval, PUD and subdivision regulations to improve protections therein for scenic and archaeological resources.

The Planning Commission should augment the zoning bylaws to recognize the importance of trees (both presence and absence of) in maintaining the character of an area and protecting scenic resources during the review of development applications.

The Planning Commission should strengthen the criteria for site development plan approval by allowing the Development Review Board to consider protecting public view corridors during requests for private development.

The Planning Commission should evaluate site plan review criteria requiring that no damage be done to the silhouette of the ridgeline, as viewed from public properties, during any development, except in the Central Business Zone.

Education Policies:

The development of new streets should take into account the need for sidewalks and the adequacy of roads for busing.

Municipal projects should be planned and aligned with school-related needs, such as sidewalks around the Graded Building and roads and sidewalks to and from the school grounds.

Education Objectives:

The Planning Commission should continue to encourage population growth in Morristown, while also acknowledging that tuitioned students from outside of Morristown constitute a portion of the student body and that growth in adjoining communities will have an impact on Morristown's Educational System.

The school board should provide input to the Planning Commission regarding potential expansion needs for future educational programs and facilities.

Morristown should continue to improve communication between the Planning Commission, Selectboard, and school board. Ideally, the Town should coordinate a school district capital budget with those of the Village and Town. Furthermore, information regarding key infrastructure needs such as for community recreation and internet connectivity should be communicated and plans developed collaboratively as appropriate. This effort should be in part to stabilize tax rates, as cited in the Capital Needs Chapter of the Town Plan.

A joint committee with representatives of the school board and Selectboard should be appointed to review and consider the construction of a new field house on the PA/PAML campus.

Energy Policies:

Morristown supports all efforts to improve energy efficiency, as using less energy is the greenest and most cost effective "fuel" on the market.

Morristown supports efforts to further weatherize its housing stock to reduce the demand for outside power.

Morristown supports efforts to install electrical vehicle charging stations.

Morristown fully supports the generation of power locally through hydroelectric stations. Any effort from groups or individuals to decommission and remove dams from any sites in Town or any facility operated and maintained by Morrisville Water and Light will be strongly opposed.

Morristown supports the generation of residential scale wind power, but is opposed to wind power that is not net-metered, which often referred to as "utility scale" wind.¹ Otherwise the Town encourages the development and use of residential solar, geothermal and other renewable energy sources.

Morristown supports MW&L giving preference to negotiating power purchase contracts from renewable resources, provided that the price there for is commensurate with conventional power sources.

¹ Utility scale wind for the purposes of this chapter means any wind energy installation that cannot be net-metered because it produces more than 100 kilowatts or power.

Morristown supports efforts to bring natural gas into the community in an environmentally sensitive manner to add to the area's portfolio of clean and cost-efficient heating fuels for businesses and homes.

All outdoor lighting, including municipal streetlights and private parking areas, shall be shielded in order to reduce light pollution and to allow for lower wattage bulbs.

Morristown supports increased availability of local pedestrian and bicycle paths

Energy Objectives:

Morristown should provide information and encourage households and businesses to explore using alternative energy sources, especially the use of roofs and lawns for the installation of solar arrays.

Morristown supports Morrisville Water & Light's desire for greater solar energy production in Morristown, as peak solar production typically takes place when the local hydro production is less robust.

Morristown supports the use of propane, bio-fuel, wood pellets and other alternative fuel resources because the Town is more secure when its energy portfolio is more diverse.

Morristown should evaluate if instituting the Property Assessed Clean Energy (PACE) program, or something similar, makes financial sense for the Town and its residents.

Morristown should make fuel efficiency one of the leading components in the decision-making process when municipal vehicles are purchased.

The Town and the Village should further investigate ways to reduce any redundancy in terms of vehicles, trips and gasoline usage, including further consolidating Village and Town operations if possible.

Morristown should continue to work with the Village Trustees to evaluate if further merger of the two municipalities would lead to greater energy savings through consolidation and economies of scale.

The Morristown Selectboard should evaluate if installing a no idling policy on non-emergency Town vehicles would help curb the rising use and cost of gasoline.

Morristown should evaluate conservation, efficiency and renewable energy options to slow down or reduce the rate of energy consumption in public buildings.

The Town should continue to work with MW&L to retrofit the existing street lights with LED bulbs in the coming years.

Morristown should ensure that future heating decisions for municipal buildings result in a more diversified energy portfolio so the Town budget is not so closely linked to a single fuel source.

The Zoning Administrator should make information available regarding energy efficient home location and weatherization design when permits are issued and recommend that builders/developers check with utilities for energy standards and conservation recommendations.

Morristown's zoning and subdivision regulations should protect access to renewable energy resources in site plan review process.

Ensure that the zoning bylaws accommodate outdoor wood boilers (that meet State air quality requirements), wood pellet furnaces and other alternative energy adaptations as they become more feasible.

Morristown should support sustainable logging practices on our Town lands, as well as State lands that fall within Town borders. Such practices would include selective cutting, strip and patch cuts of varying sizes to assist wildlife habitat that relies on young forest growth and to provide local sustainable wood fuel for pulpwood, firewood and wood pellet byproducts.

Housing Policies:

Morristown supports orderly residential development that satisfies housing demand from within, from Chittenden County and for vacation homes, while maintaining and enhancing the goals of this plan.

Morristown supports having a variety of housing types available for its residents as their housing needs change over time.

Morristown supports infill housing projects, including the utilization of second and third floors in downtown buildings.

Accessory Apartments are encouraged as they provide affordable housing and needed income for homeowners.

Planned Residential Developments (PRDs) are encouraged as a means to provide housing that can be more affordable, as well as ensuring the permanent protection of open space.

As exemplified by PRDs, Morristown encourages land use patterns which are inherently more affordable due to the utilization of shorter access roads, smaller lots and reduced infrastructure.

Morristown supports changes made to its zoning that encourage PRDs as opposed to conventional subdivisions.

Morristown believes that the conversion of large Village homes into residential units (often with absentee landlords) is undesired. The Planning Commission should look for ways to encourage property owners to live in the Village.

Morristown supports efforts to increase senior housing in the Village.

Morristown supports efforts to assist elderly and disabled residents who wish to remain in their own homes and the community based health care systems that enable this.

Morristown supports efforts to provide transitional housing to assist homeless individuals and families.

Morristown supports mixed use zoning where commercial, residential and other uses can exist in close proximity.

Housing Objectives:

Morristown believes that the conversion of large Village homes into residential units (often with absentee landlords) is undesired. The Planning Commission should look for ways to encourage property owners to live in the Village.

The Planning Commission should amend the zoning bylaws to allow density bonuses for the creation of ownership based affordable housing in the Village.

The Planning Commission should review the zoning bylaws to ensure that mobile home parks are being treated in the same manner as conventional housing.

The Morristown Alliance for Culture and Commerce (MACC) should source all available grant opportunities to promote housing and business growth in the downtown, while ensuring that the historic building stock therein is preserved and improved.

The Planning Commission should work towards merging some of the closely related zoning districts in the Village to improve permitting predictability.

Economic Development Policies:

Morristown promotes a balanced local economy with a mixture of commercial, retail and industrial activities of different sizes and types in order to provide stable employment for the local population.

Recognizing that housing and day care are vital to employees and businesses, Morristown promotes affordable day care and affordable housing opportunities.

Morristown supports and encourages projects that add to the vitality of the downtown area, making it a destination for both residents and tourists.

Economic Development Objectives:

The Morristown Selectboard should investigate developing a new industrial park in existing business zones, with the industrial park being Town owned if necessary.

Village, Town officials and departments should continue to work together to analyze the current condition and capacity of infrastructure and its ability to serve additional development.

The Morristown Selectboard should work with the Morrisville Village Trustees to establish a more straightforward and predictable process to extend infrastructure.

Now that the truck route is nearing completion, planning for associated transportation improvements, like making the downtown more pedestrian friendly, should begin in earnest.

The potential downsides to the completion of the truck route must be addressed through explicit definition of commercial activities appropriate to different areas of Town and a concerted effort to enhance the Central Business District to make it a pleasant and convenient place for locals and travelers.

When the Planning Commission drafts or revises zoning bylaws, they should be concise and explicitly stringent enough so that more development proposals can be treated as Permitted Uses.

Morristown should evaluate developing the capital budget and program to plan for future infrastructure needs of the entire Town.

Morristown should look to capitalize on the soon to be increased traffic on the rail trail by strengthening physical and visual connections from the rail trail to Portland and Pleasant Streets.

The Planning Commission should evaluate zoning bylaws that add protections or additional allowances to the Central Business Zone to differentiate it from the uses allowed uptown.

The zoning bylaws should also be further refined to attract the manufacturing businesses that rely on tourist visits to drive sales in areas zoned for business.

The Planning Commission should evaluate forming small village scale business districts for Morristown Corners and Cadys Falls that would simply allow the small businesses already in existence the ability to conform to zoning. The Commission should study if directing this type of small development to these areas is more appropriate than the current allowance for a Home Business Use that may be allowed upon Conditional Use anywhere within Morristown.

Natural Resources Policies:

All development must be pursued with strict regards to the capacity of the soils to support it.

Erosion and sediment control is required on all construction sites. The *Vermont Handbook for Soil Erosion and Sediment Control on Construction Sites* should be consulted for minimum requirements (Vermont Geological Survey Publication).

All Shorelines, as defined by the zoning bylaws, should be identified on all proposed site plans and subdivision plats.

Development proximate to rivers, streams and wetlands must take place in such a way as to minimize or avoid crossing the water feature.

Morristown recognizes the value of Lake Lamoille as a natural resources area.

No development should occur within a flood hazard area, except in strict conformance with the flood hazard zoning bylaws. Agriculture, recreation fields, parks and open space are all appropriate uses of flood hazard areas.

No development should occur within the Wellhead Protection Area, except in strict conformance with the Wellhead Protection Area zoning bylaws.

No form of land waste disposal or storage of possible contaminants is permitted in a high water table and ground water recharge areas.

Agriculture and forestry should abide by accepted industry standards. Where an activity may have a negative impact on water quality, best management practices are recommended.

Stormwater technologies and techniques should be used to prevent runoff from directly entering any surface water.

Fragile and natural areas must be identified on and integrated into site plans and subdivision plats. Development within or proximate to designated natural areas should take place in such a way as to preserve their value for education, science, research, aesthetics and recreation.

Deer wintering areas must be protected from development and other uses that threaten the ability of the habitat to support the species. Commercial, residential and industrial development shall not occur in these areas. Development will be permitted adjacent to a deer wintering area only if it is demonstrated, in consultation with the Department of Fish and Wildlife, that the integrity of the area for deer habitat will be preserved.

Subdivisions and other developments should avoid fragmenting habitat. Core habitat areas and interconnected links (ex. wetland areas, rebrand zones, travel corridors) are to be preserved.

Rare, threatened and endangered plants and animals and their habitats will be protected and preserved through appropriate conservation techniques. Where appropriate, a buffer strip should be designed and maintained to ensure protection.

Morristown supports the acquisition of natural and fragile areas by the Conservation Commission.

Natural Resources Objectives:

A management plan for Lake Lamoille should be developed to improve the quality of the lake and determine where boating, swimming, fishing and other activities may be safely engaged.

A minimum vegetative buffer of 50 feet should be required for all Shorelines. Where possible, structures should be set back at least 100 feet from Shorelines in order to protect water quality, although exceptions to this policy within the Village are acceptable.

Consider having the Conservation Commission provide the Development Review Board assistance with project reviews that involve the loss or fragmentation of natural resources.

The Conservation Commission should consider purchasing properties or development rights within the flood hazard area to properly protect development in these areas.

The Planning Commission should evaluate if new development should be prohibited from increasing the volume or velocity of stormwater runoff.

The Planning Commission should consider creating a plan for the flood hazard area to address recreational opportunities, flood hazard protection and the possibility for implementing water quality measures.

The Planning Commission should strengthen its flood hazard bylaw in the coming years to require freeboard for all structures in floodzones and prohibit the placement of new structures (except for dam structures owned by Morrisville Water & Light) in the regulatory floodway.

The Planning Commission should pursue funding and technical assistance for detailed study of local groundwater sources and protection areas.

The Planning Commission should review zoning provisions for environmentally sensitive areas, including shorelines and wildlife habitat, to clarify definition, identification, goals and methods for protection.

The Conservation Commission should conduct a study of the fragile natural areas to determine what gaps exist in the conservation effort.

The zoning bylaw's current protections for prime ag soils should be strengthened in areas where farming remains viable.

The Planning Commission should study potential regulations that prohibit structures being placed on lots where the average grade is greater than 15%.

The Planning Commission should evaluate if strengthening the existing Shoreline setback to include buffers should be expanded to all mapped wetlands.

Shoreland regulations are recommended for all lands within 100 feet of the Mean Surface Level. Morristown has not adopted Shoreland regulations to offer additional protection to Lake Lamoille and such regulation should be considered by the Planning Commission when the bylaws are updated.

The Planning Commission should evaluate simplifying the existing stormwater regulations currently codified in the zoning bylaw, which should ensure that stormwater on sites less than one acre in size is given due attention by the Development Review Board.

The Development Review Board should ensure that the extensive parking in Morrisville Plaza, Fairground Plaza and Northgate Plaza receives additional stormwater treatment when any redevelopment takes place therein.

The Selectboard should work with the Conservation Commission to support sustainable logging practices, including selective cutting, strip and patch cuts of varying sizes on Town lands and State lands that fall within the Town's borders to bring back our vanishing young growth from the mature canopy forest that provides little browse and food for wildlife.

Productive Resources Policies:

Morristown supports and encourages the continued prudent use of land and conservation of productive soils for agriculture, forestry and resource extraction.

Morristown supports efforts to preserve Morristown's rural, scenic and tranquil character, to protect its farm and agricultural land, its open space and forestland.

Further fragmentation of productive agricultural and forestland is to be avoided and continued access to productive lands should be protected.

Morristown encourages the use of Best Management Practices in forestry and farming.

Development within agricultural areas will be sited to avoid taking agricultural soils permanently out of production. Non-agricultural structures should not be placed in open fields and meadows; such structures and related infrastructure will be set against field edges and follow tree lines where feasible to minimize disturbance and visual impacts and to maximize open productive space.

Morristown supports recent efforts to create a food co-op in downtown Morrisville that would provide a direct economic link from farmer to customer.

Morristown supports the efforts of the Morristown Conservation Commission and other conservation organizations in the purchase of development rights and other conservation

measures in high value areas, like contiguous natural areas, prime agricultural soils and areas that are otherwise likely to be adversely developed.

Morristown encourages qualifying land owners to participate in Vermont's current use program.

Morristown supports private landowners in their efforts to maintain productive soils and unbroken tracts of land for forestry and agricultural use.

Where development does occur in agricultural areas, Morristown supports the clustering of residential lots to permanently protect open land.

Productive Resources Objectives:

The Planning Commission should investigate the potential to create districts which have limited clustered residential use, with the predominant use thereof being agricultural and open land.

The Planning Commission should investigate adding a protection of agricultural soils criteria to subdivision regulations.

The DRB should ask developers to require covenants for all new house lots in the Rural Residential Agricultural Zone to protect agricultural uses from nuisance complaints.

The Selectboard should work with the Conservation Commission to support sustainable logging practices, including selective cutting, strip and patch cuts of varying sizes, on Town lands and State lands that fall within the Town's borders. Without employing sustainable forestry on Town lands, Morristown is restricting wildlife habitat and wasting a valuable resource.

The DRB should ask developers to require covenants for all new house lots adjoining active and inactive gravel pits to protect gravel extraction activities from nuisance complaints.

The Conservation Commission should assist farmers interested in diversifying operations by connecting them with various agricultural extensions and other organizations.

Wellness Plan Policies & Objectives:

Access to Health Foods

Encourage agricultural and forest based product production from local sources. Show support for agribusinesses and agricultural land-use.

Show support for farmers markets, farm stands and community gardens.

Encourage and support community led health campaigns that increase consumer awareness of healthy lifestyles.

Be Bicycle and Pedestrian-Friendly Community

Draft zoning and subdivision bylaw changes that require major development and redevelopment projects in the Village to provide pedestrian and bicycle amenities, such as bike lanes, signage, sidewalks, bicycle parking and/or other streetscape improvements.

Encourage the addition of more pedestrian amenities in the Village (such as benches, seats, water fountains, shade/street trees) that enhance the pedestrian experience along the existing pedestrian network.

Ensure that adequate and appropriate lighting exists for streets, parks, recreation facilities, sidewalks and bike paths to promote their use in the winter.

Plan for the routine maintenance of municipally designated bike lanes/routes.

Support the Lamoille Valley Rail Trail as the project moves through State permitting processes. The Lamoille Valley Rail Trail, which should remain open for all legal uses, will serve as a critical piece of pedestrian and transportation infrastructure in the Town and the Village. The rail trail is also critical to downtown Morrisville revitalization efforts, as it will connect the local business district to a regional pedestrian and transportation amenity.

Environmental Quality

Evaluate the additional cost associated with building and maintaining safe, pleasant streets for walking and biking, paying particular attention to high traffic areas around schools. Pedestrian and bike oriented transportation options provide residents with the option to walk/bike rather than drive, lessening traffic congestion and improving our air quality.

Plant street trees in the Village, especially in the Central Business zoning district (Pleasant St., Portland St., Main St. & Bridge St.) and establish guidelines for the type of trees planted in Village by considering safety, maintenance and appropriateness in the context of the neighborhood or area.

Strongly encourage environmentally conscious municipal practices.

Health Assessments

Consider the health impact before any decision is made regarding the purchase or disposition of public land and/or the relocation of public office space.

Mixed Use Development

Evaluate additional opportunities in the zoning and subdivision bylaws for mixed-use development allowances in the Village and the denser areas of the Town.

Incentivize infill mixed use development and additional density in downtown Morrisville.

Flood Resiliency Policies:

New development in identified flood hazard, fluvial erosion, and river corridor protection areas should be avoided if possible. If new development is to be built in such areas, it should not exacerbate flooding and fluvial erosion.

Morristown should continue to enforce its Flood Hazard Regulations based on FEMA Flood Plain Mapping to ensure participation National Flood Insurance Program.

Development on slopes greater than 25% and ridgelines should be carefully controlled to avoid adverse impacts on water quality, hydrology and public safety.

The Morristown Conservation Commission should work with private landowners to protect and enhance vegetated stream buffers along the town's watercourses. The protection and restoration of floodplains and upland forested areas that attenuate and moderate flooding and fluvial erosion should also be encouraged.

Continued flood emergency preparedness and response planning shall be encouraged, including ensuring that Morristown's Local Hazard Mitigation Plan remains approved and up-to-date.

Flood Resiliency Objectives:

The Town will maintain, and update as needed, its Local Hazard Mitigation Plan.

The Morristown Planning Council should continue to require the 50-ft. structure setback from all Shorelines in its zoning bylaw and evaluate if a vegetative buffer should be a requirement within said setback.

The Morristown Planning Council should look to update its Flood Hazard Regulations to require the freeboard suggested as a best management practice by the National Flood Insurance Program.

Morristown should support any opportunity to have its remaining undetermined flood zones studied and mapped by FEMA.

Morristown should consider participating in FEMA's Community Rating System in order to reduce flood insurance premiums for affected property owners.

Land Use

Morristown covers approximately 50 mi.², or 34,176 acres. Morristown's land use is predominantly residential and agricultural. Downtown Morrisville remains as a relatively large urban core. Uptown Morristown, specifically the land around the junction of Route 100 and Route 15, is currently a fast-growing retail and commercial district. New commercial growth is almost entirely concentrated in the Uptown section of Morristown. New residential growth remains strongest along the outskirts of the Village. Morristown's land use should continue in the same pattern, maintaining the historic residential and agricultural land uses in the Town and concentrating business and commercial uses in the Village and in the various business zones.

Morristown is a compilation of a few distinct areas. The Route 100 corridor at the southern edge of the Village, recently recognized as the new Lower Village Gateway Commercial Zone, hosts an interesting mix of small commercial enterprises and home industry, along with residential lots with varying sizes. This section of Route 100 is presently being altered by the construction of the Morrisville truck route. When construction on the truck route is complete, it is expected that traffic-flow through this area and through the Village will change significantly.

Further south on Route 100, the land surrounding the Morrisville-Stowe airport, which has recently been rezoned as the Airport Business Zone, is largely undeveloped. Morristown supports commercial development in the new Airport Business Zone, as the continued residential growth around the airport posed a threat to its viability. South and north of the Airport Business Zone, Route 100, along with Stagecoach Road and Randolph Road, serves as the main corridor between Stowe and Morrisville. Morristown should ensure that the existing rural character of Route 100 south of the Airport Business Zone (along with Stagecoach Road and Randolph Road), which is characterized by existing residential development interspersed with large tracts of open land and agricultural land, remains intact. The visual appeal of the open land between the Stowe town-line and the airport should be preserved as much as possible through incentivizing techniques such as planned unit developments, conservation easements and the acquisition of open land. Where additional residential development does take place on these arterial roads that connect Morrisville with Stowe, care should be taken to preserve the existing vistas, open space and agricultural land. The Planning Council should work to adopt a planned residential development subdivision bylaw that is density neutral, but allows for the development of smaller lots in exchange for the permanent protection of open space. Without implementing such a technique, Morristown's undeveloped and agricultural lands will always be threatened by expanding residential development that is unlikely to include the protection or creation of any open space.

Downtown Morrisville remains a very compact area characterized by a mixture of commercial and residential use. Thanks to recent zoning changes, the buildings in the downtown are once again starting to mirror their more historical use, with commercial use of the ground floor and apartments in the rear and on the second and third floors. Morristown strongly supports mixed

uses in downtown Morrisville and supports all projects that enhance the continued vitality therein.

With the pending completion of the Morrisville truck route, the impacts of the resultant traffic pattern change must be considered in terms of land use and zoning. For example, Bridge Street between downtown and the truck route should be evaluated for additional commercial uses due to the expected 254% traffic increase. Conversely, the zoning for Brooklyn Street with a projected 80% drop in traffic may also need to be reevaluated.

The Planning Council should also evaluate ways to create a safer and more pleasant pedestrian experience in downtown Morrisville once trucks are removed from the Village. New additions to the public infrastructure in the downtown, such as sidewalk bulb-outs and street trees, should be introduced on Portland Street, Bridge Street and Main Street in places where truck turning radii made them impossible in the past. To facilitate the metamorphosis of the Village into a place for pedestrians instead of the domain of large trucks, potential routes for sidewalks, trails and bike lanes should also be identified. The pending permitting of the Lamoille Valley Rail Trail presents a tremendous opportunity to link downtown Morrisville with local, regional and statewide recreational resources. This is a recreational and economic opportunity that should not be missed as the Village creates a sense of place for itself once trucks are removed from its roads.

In the residential neighborhoods directly adjacent to downtown Morrisville, large single-family homes have been turned into multi-family dwellings. While the conversion of these homes into multifamily dwellings is not problematic in principle, the large numbers of homes converting from ownership housing to rental units remains a concern. Such buildings in the Village retain their historic character to varying degrees. The Morrisville National Historic Register District encompasses large sections of downtown Morrisville. The Village also has four historic districts that are recognized by the State.

The area immediately south of the Village's main residential district on Washington Highway is the Town's Special Use Zone. This zoning district serves as the Town's (and the region's) seat for medical care via the location of Copley Hospital and supporting services therein. Enough undeveloped land remains in the Special Use Zone to accommodate the area's future Healthcare Facility use needs. Therefore, the zoning line between the Special Use Zone and the surrounding residential zones should be strictly respected.

Brooklyn Street provides the transition from downtown Morrisville to surrounding residential properties on the outskirts of the Village and ultimately to the heavily commercialized Uptown area of Morristown. Uptown Morristown is still geared towards automobile use and has limited pedestrian access. However, the Morristown North End Business District Circulation Study, dated September 30, 2011, provides a master plan to improve traffic flow, bicycle and pedestrian access and the general appearance of this area. Morristown supports all development in Uptown

Morristown that complies with the recommendations of this master plan. Development in the section of Uptown studied by this master plan that is contrary to the recommendations included therein shall be opposed.

Morristown Corners and Cadys Falls are historic villages located in the Rural Residential Agricultural (RRA) Zone of Morristown. Their current inclusion in the RRA Zone does not do justice to these unique village clusters. In fact, the underlying zoning in each area, via §430 Non-Conformities, threatens the continued existence of businesses like the small food market or bookstore in Morristown Corners that gives the area its special character. The Morristown Planning Council should evaluate creating rural village zoning districts to protect the historical and existing character of Morristown Corners and Cadys Falls. In addition, both Morristown Corners and Cadys Falls are still served by community water systems that should be evaluated for a possible connection to the Morrisville Water and Light water system.

There are a handful of residential sections of Morristown characterized by undeveloped land and large lots that are experiencing development pressure for residential growth, including second homes. The Planning Council should evaluate these sections of Morristown (such as Mud City, the rural sections of Vermont Route 12, Vermont Route 15 A, and Vermont Route 100 south of the airport) to determine if land conservation, Planned Unit Developments, larger minimum lot sizes and other similar land conservation techniques could be employed to retain the existing rural and natural feel of these areas. Employing such land conversation techniques could relieve development pressure in areas where the Town's Sewer Service Management Area is the main impediment to unplanned growth and/or sprawl.

The Route 15 corridor, as it traverses the northern section of Morristown, is a mixture of agricultural, residential and commercial uses on varying lot sizes. Route 15, at its intersection with Route 100, currently contains large areas of developed and undeveloped land in the Commercial Zone. The Langdell Farm parcel, located at the corner of Route 15 and Center Road, contains undeveloped commercially zoned land that seems poised for relatively rapid development. The Planning Council should review the zoning for this area to ensure that the development proposed therein meshes with the vision laid out by this chapter of the Town Plan and the aforementioned North End Circulation Study. The Planning Council should also immediately begin the zoning change process to bring this commercial zone east onto a two-acre portion of the Lanphear Farm parcel. The Planning Council should also take special care to review the setbacks and residential density requirements currently designated along Route 15, Center Road, Trombley Hill Road and Frazier Road in the Commercial Zone to ensure that these regulations work with the existing properties in this area and to lay the groundwork for the development on the Langdell Farm parcel, which will be a benefit to the landowners and Town.

To the east of Route 15's commercially zoned frontage, development gets increasingly dispersed with agricultural operations, a few small businesses and residential use, all with relatively large land areas. The far northeast corner of Morristown is designated as the Special Industrial Zone

due to the presence of three-phase power and good highway access. This area can accommodate industrial facilities which are inappropriate in the more densely settled industrial districts, such as commercial wood processing and gravel extraction. Development in this area must be well-planned and done in environmentally sensitive manner, as a large deer yard of statewide significance exists just north of Route 15.

As the industrial park on Harrel Street and Industrial Park Drive has been largely built out, there is an immediate need for additional land zoned for new light industrial growth in Morristown. It is of paramount importance to Morristown's ability to retain and attract jobs that land for light industry uses is available for purchase, which allows these companies to remain in Morristown and grow their businesses. The Selectboard should prioritize the investigation of the development of a municipally owned industrial park within existing business zones to ensure that companies who want to expand or relocate to Morristown have the opportunity to do so. Any new business zone or industrial park that is created should be served by municipal water and sewer to successfully attract new industry and should be located as close to the Village as possible. Providing municipal facilities such as sewer and water to any new area zoned for light industrial growth should be an immediate goal of both Morristown and Morrisville. However, the Conservation Commission's concerns expressed about sprawl and instead encouraging infill development should be heeded when contemplating land use changes.

It has been assumed for many years that the Business Enterprise (BE) zone would be the home to new business ventures and possibly even the aforementioned new industrial park. However, it has recently become clear that the current landowners in the BE zone do not want to sell or develop their property. Therefore, business zoning must be immediately expanded to viable lands where development can happen quickly, as there is clear evidence of pent-up demand. By petition, this expansion of business zoning should include the Green Mountain Arena parcels located at 704 Bridge Street. The Planning Council is open to suggestions regarding lands that could be used for business purposes, but should begin to examine the following list of additional properties where the expansion of Airport Business, Industrial & Business Enterprise zones can take place and development can happen quickly. These areas may be chosen as a site for expanded business zoning, provided that Bishop Marshall's land in the Business Enterprise Zone remains off the market:

- the Cheng property across from the Bishop Marshall School;
- the Village of Morrisville parcel between Trombley Hill Road & Center Road;
- the Houle property on Rte 15 to the rear of the radio station;
- extending the BE zone southward so it connects with the Airport Business Zone;
- parcels 103 & 156 at the intersection of Golf Course Road, Goeltz Road & LaPorte Road;
- redrawing the existing industrial zone boundary near the intersection of Needle Eye Road and Vermont Route 15W so it splits parcel 35-1.

In addition to ensuring that areas hosting new business growth are served by municipal services, the continued expansion of municipal services in the Commercial Zone and Industrial Zone should remain a joint priority for both municipalities, with the goal of continuing to capitalize on opportunities to best utilize existing municipal services.

During new development in lands zoned as BE, as well as with the continued development of the Industrial and Commercial zones, stormwater management is an issue that should not be ignored at a local level. Although a robust State permitting system exists for large development sites that disturb more than 1 acre of land, it is in Morristown's best interest to ensure that sites that disturb less than 1 acre of land use best management practices for stormwater. Particularly the inclusion of low impact development techniques in new development proposals that disturb less than 1 acre of land (such as rain gardens, disconnecting roof runoff and the utilization of natural land features and processes) should be encouraged by local regulation. The Planning Council should evaluate whether offering a limited density bonus, or other type of "carrot" incentive could further the use of low impact development techniques in Morristown.

Policies:

Morristown should maintain its small-town character and its neighborhoods, while planning for anticipated growth and recognizing that the prosperity and growth of the Village and the Town are interconnected and the decisions made by one entity ultimately impact the other.

Morristown's land use should continue in the same pattern, maintaining the historic residential and agricultural land uses in the Town and concentrating business and commercial uses in the Village and the various business zones.

Morristown supports commercial development in the new Airport Business Zone, as the continued residential growth around the airport posed a threat to its viability.

Morristown should ensure that the existing rural character of Route 100 south of the Airport Business Zone, along with Stagecoach Road and Randolph Road, which is characterized by existing residential development interspersed with large tracts of open land and agricultural land, remain intact.

Morristown supports all development in Uptown Morristown that complies with the recommendations of the Morristown North End Business District Circulation Study, dated September 30, 2011.

Development in the Uptown section of Morristown that is contrary to the recommendations included in the North End Business District Circulation Study master plan shall be opposed.

Morristown strongly supports mixed uses in downtown Morrisville and supports all projects that enhance the continued vitality therein.

Timely consideration should be given to facilitating and providing municipal facilities such as sewer and water to new areas zoned for light industrial growth.

The continued expansion of municipal services in the Commercial Zone and Industrial Zone should remain a top priority for both municipalities

Objectives:

The Selectboard, Village Trustees, Planning Council and Development Review Board should continue to ensure that policies and regulations are administered fairly and expediently.

Morristown should carefully evaluate the zoning of new lands being considered for development.

Review Village and Town zoning and clearly define the purpose of each district, then bring the regulations into line with these purposes. Specifically address setbacks, heights, landscaping & signage which is compatible with existing neighborhood structures; conditional and permit uses; environmentally sensitive areas such as wildlife habitat, shorelines and public water source protection areas.

Morristown should ensure that areas characterized by existing residential development interspersed with large tracts of open land and agricultural land remain intact. The visual appeal of the open land between the Stowe town-line and Morrisville should be preserved as much as possible through techniques such as conservation easements and the direct acquisition of open land.

The Planning Council should work to adopt a Planned Residential Development subdivision bylaw that is density neutral, but allows for the development of smaller lots in exchange for the permanent protection of open space.

Given the pending completion of the Morrisville truck route, the Planning Council should evaluate the zoning for Bridge Street and Brooklyn Street and plan for ways to create a safer and more pleasant pedestrian and bicycle experience in downtown Morrisville once trucks are removed there from.

New additions to the public infrastructure in the downtown, such as a sidewalk bulb-outs and street trees should be introduced on Portland Street, Bridge Street and Main Street in places where truck traffic made them impossible in the past.

Morristown believes that the conversion of large Village homes into residential units (often with absentee landlords) is undesired. The Planning Council should look for ways to encourage property owners to live in the Village.

The Morristown Planning Council should evaluate creating rural village zoning districts to protect the historical and existing character of Morristown Corners and Cadys Falls.

The Morristown Corners and Cadys Falls community water systems should be evaluated for a possible connection to the Morrisville Water and Light water system.

The Planning Council should evaluate if something different than the current two-acre minimum lot size is more appropriate in areas like Mud City and on the land adjacent to Vermont Route 12, Vermont Route 15 A and Vermont Route 100 south of the Village.

The Planning Council should review the zoning along the commercially zoned areas of Route 15 to ensure that the development proposed therein meshes with the vision laid out by the land use chapter of the Town Plan and the aforementioned North End Circulation Study.

The Planning Council should review the setbacks and residential density requirements currently designated along Route 15, Center Road, Trombley Hill Road and Frazier Road in the Commercial Zone to ensure that these regulations work with the existing properties in this area and lay the groundwork for development that is seen as a benefit to the landowners and the Town.

The Selectboard and Village Trustees should evaluate if the creation of a special tax zone with the goal of expanding municipal water and sewer infrastructure to benefit new development and job and business growth, is a strategy that should be implemented to ensure growth in a fair and efficient manner.

The Selectboard should prioritize the investigation of the development of a municipally owned industrial park within existing business zones to ensure that companies who want to expand or relocate to Morristown have the opportunity to do so.

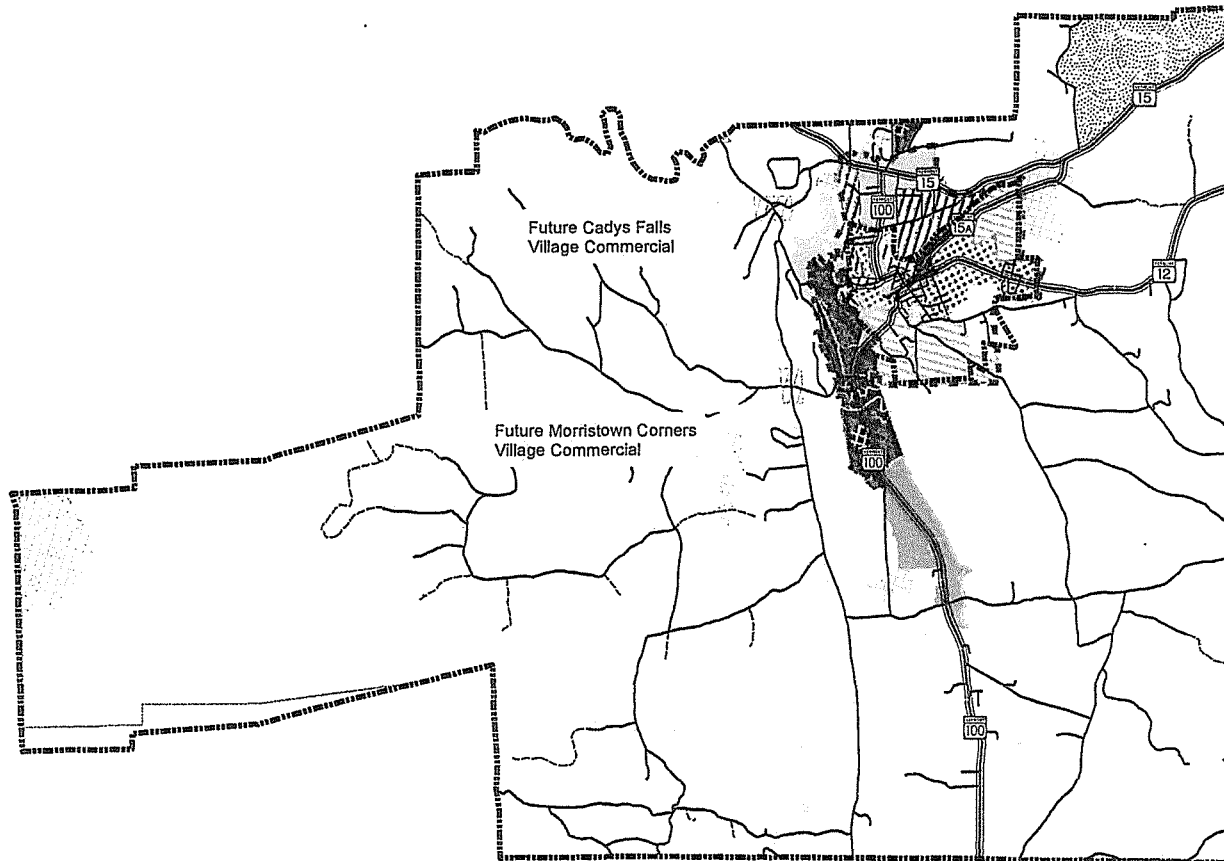
Business zoning must be immediately expanded to viable lands where development can happen quickly, as there is clear evidence of pent-up demand. By petition, this expansion of business zoning should include the Green Mountain Arena parcels located at 704 Bridge Street. The Planning Council is open to suggestions regarding lands that could be used for business purposes, but should begin to examine the following list of additional properties where the expansion of Airport Business, Industrial & Business Enterprise zones can take place and development can happen quickly. These areas may be chosen as a site for expanded business zoning, provided that Bishop Marshall's land in the Business Enterprise Zone remains off the market:

- the Cheng property across from the Bishop Marshall School;
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- redrawing the existing industrial zone boundary near the intersection of Needle Eye Road and Vermont Route 15W so it splits parcel 35-1.

The Planning Council should evaluate whether offering a limited density bonus, or other type of “carrot” incentive could further the use of low impact development techniques (such as rain gardens, disconnecting roof runoff and the utilization of natural land features and processes).

Town Future Land Use Map

Morristown, Vermont
2013 Municipal Development Plan



Legend

- Village Boundary
- Well-head Protection Area
- Sewer Service Management Area
- Zoning Districts**
- Village Commercial
- Potential Village Commercial
- Airport Business
- Lower Village Gateway Commercial
- Business Enterprise
- Industrial
- Commercial
- Neighborhood Commercial
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Special Industry
- Special Use
- Rural Residential with Agriculture

POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

ROADS: 1:5000 E-911 Road Data, 2010.

SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2' quadrangles and 1:20000 color infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.

ZONING: Morristown data, 2013.

WELLHEAD PROTECTION AREAS: Groundwater protection areas (wells, springs), 1:24,000 USGS Quadrangles, ANR_DEC Water Supply Division and VT Dept of Health, 2007.



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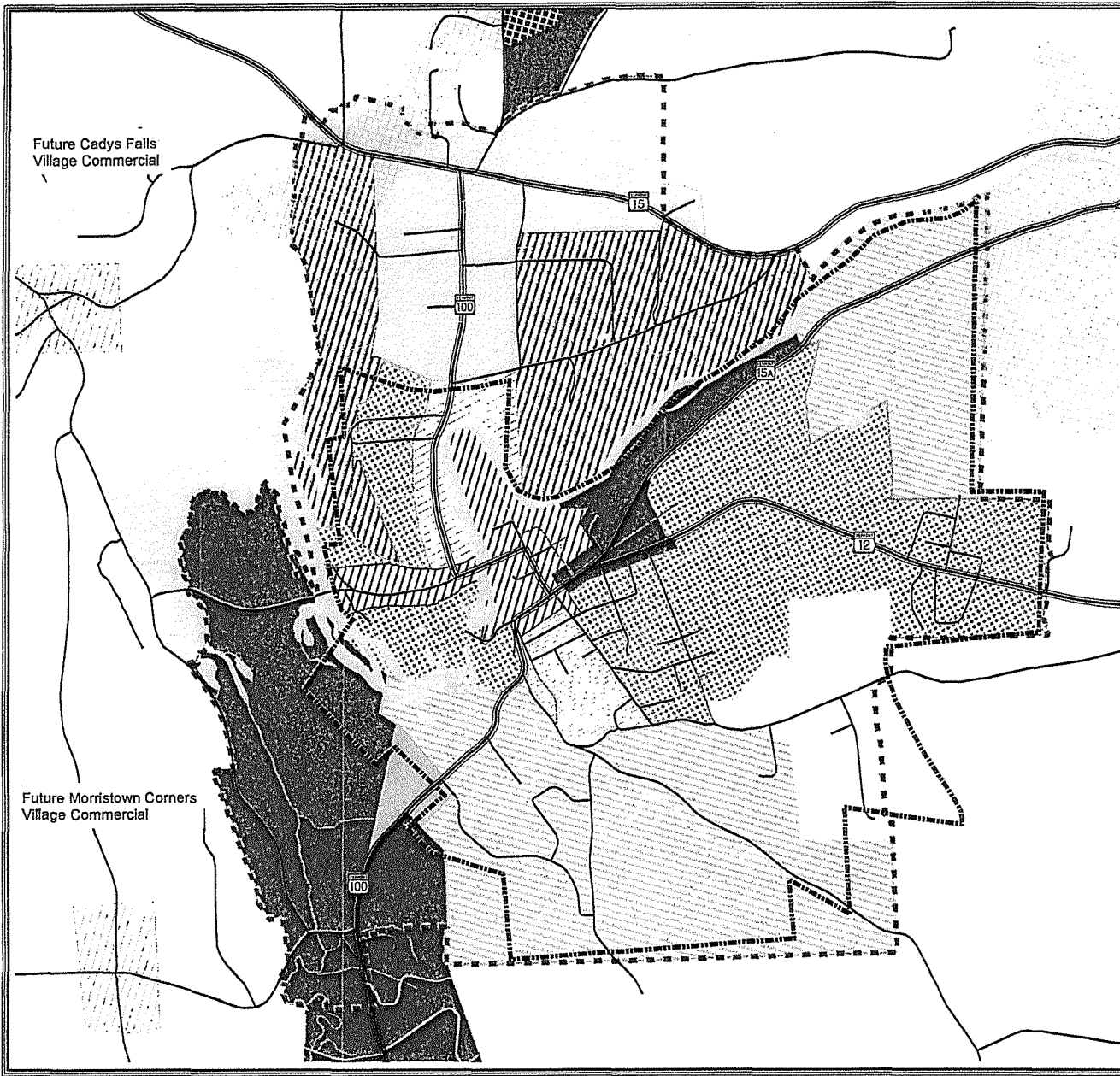
Transverse Mercator,
VT State Plane,
Meters, NAD83

For planning purposes only.
Not for regulatory interpretation.

Lamoille County Planning Commission
PO Box 1637, 52 Portland Street
Morristown, VT 05661
ph 802.888.4548 f 802.888.6338
www.lcpcvt.org January 2013

Village Future Land Use Map

Morristown, Vermont
2013 Municipal Development Plan



Legend

- | | |
|----------------------------------|------------------------------------|
| Village Boundary | Industrial |
| Well-head Protection Area | Commercial |
| Sewer Service Management Area | Neighborhood Commercial |
| Zoning Districts | |
| Village Commercial | High Density Residential |
| Potential Village Commercial | Medium Density Residential |
| Airport Business | Low Density Residential |
| Lower Village Gateway Commercial | Special Industry |
| Business Enterprise | Special Use |
| | Rural Residential with Agriculture |

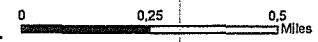
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ZONING: Morristown data, 2013.

WELLHEAD PROTECTION AREAS: Groundwater protection areas (wells, springs), 1:24,000 USGS Quadrangles, ANR_DEC WATER Supply Division and VT Dept of Health, 2007.



Transverse Mercator,
VT State Plane,
Meters, NAD83

For planning purposes only.
Not for regulatory interpretation.

Lamplite County Planning Commission
PO Box 1637, 62 Portland Street
Morrisville, VT 05661
ph 802.888.4848 f 802.888.6998
www.lpcvt.org January 2013

Goals

To maximize the potential of existing transportation facilities and provide efficient, safe and diverse transportation options for Morristown residents.

Town Highway Mileage – ‘08	
<u>Classification</u>	<u>Mileage</u>
Class 1	2.82
Class 2	15.41
Class 3	72.76
Class 4	10.57
State Highways	13.277
Total Maintained Mileage	104.269

Highway Network

As shown in the above table, in 2008 (the most recent data available) Morristown contained 104.269 miles of maintained roadway.² This is compared with 101.59 miles of maintained roadway reported in the most recent Transportation Chapter of the Town Plan, which relied on 2004 data. This means that in the intervening four years, Morristown added 2.69 miles to its road network. This is a growth rate in road miles per year that will likely continue in the foreseeable future.

Within Morristown's borders lies a major intersection of east/west traffic on Route 15 and north/south traffic on Route 100. Substantial traffic travels in both directions on these two important State roads. The intersection of these two roads in the North End / Uptown area of Morristown creates one of the busiest intersections in the region. This intersection, as well as the entire traffic circulation of the North End/ Uptown area of Morristown, was studied in depth via the Morristown North End Business District Circulation Study dated September 30, 2011. The development of transportation infrastructure in the North End/Uptown should be done in conjunction with, and as planned by, the Morristown North End Business District Circulation Study.

One of the major roles of the Route 100 corridor is to collect commuter traffic from dispersed locations to the north and funnel them through Morristown south to Stowe, where commuters either work or continue on to Waterbury or Interstate 89. Morristown also generates its own traffic. It offers employment opportunities, commercial services for the region, many of the county's social services and the region's hospital. Growth in the communities surrounding Morristown also has a direct and noticeable impact upon traffic, as well as the condition and maintenance needs of local roads.

Access Management

Roadways are designed for two different and sometimes conflicting functions – access and movement. A road terminating in a hammerhead or cul-de-sac is designed principally for access. At the other end of the spectrum, an Interstate Highway, such as I-89, is built primarily for movement. Conflicts and congestion result when roads and intersections designed for one function are used for

² Vermont Department of Transportation travel highway data, February 10, 2008 (http://www.aot.state.vt.us/Planning/mappgis/town_maps1.htm).

other functions. Future land planning and permit decisions must take into account the primary function of the roads that development is accessing. Access should be limited on roads that are designed for movement. Meanwhile, too much ease of movement on roads designed for access may result in speeding problems and unsafe conditions. Therefore, the Planning Commission should develop a more nuanced access management policy than what is currently required for Access Permits. Currently the Town or Village road crews only consider drainage and the need for a culvert when presiding over an Access Permit request for a new driveway or road connection to a Town road. Where possible, the Town should begin to require that new driveway and roadway access is directed towards Town roads that are meant for access and not movement. For properties that border multiple roads, where one road is meant for access and the other road is meant for movement, any new driveway or new road access from said property shall be required to take place on the road designed for access. The Town should also limit each property to one approved curb cut / access point. The adoption of this aforementioned policy will have profound and long-lasting impact for traffic and access on Morristown's roads. The Planning Commission should codify this access management policy into an ordinance or into the zoning bylaws immediately upon the re-adoption of this chapter of the Town Plan.

Facilities

In 1992 the Town purchased and permitted the Duhamel Gravel Pit in Cadys Falls. This gravel pit is the main facility from where the Town Highway Department extracts gravel and sand. While many people expect this 315 acre parcel to supply Morristown's gravel needs for the next 100 years, it is recommended that the Selectboard monitor the Highway Department's take rate from the pit so it is indeed the long-term resource it was purchased to be.

Local Road Policies

The Selectboard takes over new roads upon application by property owners. In order to be considered for acceptance, the road must be constructed to meet the requirements of the Town of Morristown Road Policy. The subdivision regulations contained in the zoning bylaws also establish minimum road construction standards for new development. Once the Selectboard accepts a road, its maintenance and repair become the responsibility of the Town in perpetuity. As more new roads are created through private development, the Selectboard should consider if the Town has the resources to continue accepting these roads. More often than not, these new roads are being built in remote areas of the Town, which exacerbates maintenance costs - especially fuel costs for Town vehicles. The public benefit of accepting a road should be evaluated by considering the public's actual use of the new road. For example, the public benefit of a new road that connects existing streets is unquestionable in terms of access, traffic flow and emergency response. However, accepting a new dead-end cul-de-sac road may prove to be more of an unfunded liability for the Town than a public benefit. The Selectboard should also weigh the cost-benefit analysis of accepting a new road by considering the length of the road and the homes thereon. It is recommended that the Selectboard only accept new roads that benefit the public (ex. roads that offer additional street connections, roads that provide access to public properties and roads that are reasonably populated by houses / taxpayers for the length of the road up for acceptance). It is further recommended that the Selectboard no longer accept cul-de-sac roads, which offer significantly little public benefit aside from the benefit of the private developer, which comes at the perpetual expense of the taxpayer. Furthermore, it is also recommended that the Town of Morristown Road Policy be amended so that the minimum homes being served by a road being put up for public acceptance is required to be five and not three. Any changes to the Town of Morristown Road Policy should not affect subdivisions already under development and shall only be effective for subdivisions whose application was not received prior to the date the revised policy became effective

Bridges

The Town maintains all bridges on public roads within the Town and Village. The State inspects all bridges over 20 feet in span and rates them according to the federal sufficiency rating. The bridges are rated as Not Deficient, Structurally Deficient or Functionally Obsolete.

Parking

A parking study of downtown Morrisville was conducted in 2007 by Oman Analytics. The study focused on parking availability on Portland Street, Pleasant Street, Railroad Street, Upper Bridge Street, Brigham Street, Hutchins Street and portions of Upper and Lower Main Street. The study found that, based on existing supply and future demand for parking, overall parking supply in the Village was more than adequate and that a surplus of parking, especially in the municipal Copley parking lot, was the norm. The study noted that a majority of the downtown parking demand was satisfied by the municipal lots and the usage thereof was shared among the different businesses in the downtown. The Planning Commission supports this use of shared parking in the downtown, both in the municipal and private parking lots. The only exception to the more than ample parking supply in downtown that was noted by the Oman Study was at the Union Bank parking lot. The study noted that parking in this lot was tight during weekday business hours, even while ample parking existed in municipal lots close by. It is therefore recommended that the Town, which provides plowing, sanding and salt services for Union Bank's parking lot, should open a dialogue with Union Bank to inquire if a portion of its staff could be directed to park in the Copley municipal parking lot to lessen the incorrect appearance of a parking shortage in the downtown. We believe that such an agreement would benefit the downtown by quelling the appearance of parking shortages therein, with an added benefit for the bank's customers of ensuring that parking is available at all times in the bank's parking lot.

Intersections

A number of intersections in the Village have been considered problematic for many years. We believe that the soon to be completed construction of the truck route, coupled with the resulting changes in traffic patterns, will provide relief to some of the more problematic intersections in the Town and Village. However, the completion of the Truck Route will also create some new traffic problems. Principal among these problem traffic areas will be Stafford Avenue, especially at its unsignalized intersection with Brooklyn Street. It is recommended that the Selectboard evaluate the North End Circulation Study and investigate funding opportunities to improve the intersection of Stafford Avenue and Brooklyn Street as the construction of the Truck Route progresses.

Overall, construction of the Truck Route should greatly improve most of the problematic traffic areas in Morristown. However, some intersections will be largely unaffected by the truck route construction and its resulting traffic pattern changes. Principle among these trouble spots is the intersection of VT Route 12, VT Route 15A and Copley Avenue. The Town and Village have long struggled in determining the best course of action to take in addressing the deficiencies, mostly geometric, at this location. Once construction on the truck route is complete, the Selectboard should reevaluate this intersection. In the interim, the Town should preserve the land around this intersection to the extent possible to ensure that any future project designed to improve traffic flow and safety at this intersection will have fewer difficulties and reduced costs during implementation. In 2005, a study of this intersection echoed local safety concerns that had been expressed for many years. The

challenging geometric set-up of the intersection, at which two State routes meet, exacerbates regular commuting traffic, as well as school drop-off traffic. The congestion and poor sightlines present at this intersection, coupled with the layout of the crosswalks, also represents a challenge to pedestrian and bicycle traffic. The study suggested various short term and long term solutions, which included everything from realigning traffic lanes and crosswalk markings to installing a traffic signal at this location. In recent years the State has preferred to build roundabouts in place of traffic signals, which may be a possible solution for this intersection. The study recommendations represent justification for changes to the intersection at a time when the local will and resources are available to improve the traffic flow in this location.

Airports

Morristown is home to the region's only airport, located on LaPorte Road approximately 2 miles south of the Village. The Morrisville-Stowe State Airport is owned by the State of Vermont's Agency of Transportation. In the early 1980s, the airport's runway was paved and lengthened to its present size of 75 feet wide and 3,700 feet long. A grass runway was completed in 1997 along side of the paved runway. The length of the current runway is problematic for landing purposes during inclement weather and, almost as significantly, for private aircraft insurance purposes in relatively good weather. Morristown supports lengthening the runway of the Morrisville-Stowe Airport to 4,000 linear feet in length to obviate these insurance issues and to ensure the viability of the airport.

The state leases the management of the airport to a private fixed base operator. There is a terminal building, 10 hangars, 32 "tie downs" for aircraft, 50 parking spaces for cars, a concrete fueling apron (serviced by two 12,000 gallon underground tanks), and 172,500 square feet of aircraft parking apron. There is no control tower at the airport. Air traffic is controlled out of Nashua, New Hampshire. The airport is classified as a "general aviation" facility and provides service to small private users including some charter activity. During the summer months, Stowe Soaring, a glider operation, operates an active tourist-based business, providing glider rides over the Mansfield Range and the adjacent valley. The parking lot at the airport doubles as a park and ride lot, which is also serviced by a bus stop for the commuter bus line.

Sidewalks

Sidewalks are the lifeblood of pedestrian traffic and provide essential connections to services, businesses and nearby recreation networks – like the developing Lamoille Valley Rail Trail. These factors make sidewalks very important to downtown Morrisville, where other sidewalks will radiate into the Town from as they are built. Morristown has approximately 12 miles of sidewalk, with the vast majority of pedestrian infrastructure located in the downtown area. Ongoing maintenance of existing sidewalks is performed to the extent that the Town budget allows. Additional growth of sidewalk infrastructure may result in the Town Highway Department needing additional employees and equipment. Any efforts to construct additional sidewalk infrastructure in Morrisville should be supported. Additional sidewalk infrastructure in the Town should be evaluated on a case-by-case basis, as sidewalks are not needed to serve rural or remote areas. In evaluating whether sidewalk infrastructure is warranted and needed within a newly proposed development, the Development Review Board should consider the availability of nearby pedestrian infrastructure, roadway traffic counts, pedestrian and vehicular safety, as well as the anticipated use of the new sidewalk.

Trails and Paths

There are a number of paths and trails located in Morristown. The most prominent trails, which are located along Morristown's westernmost border, are the Long Trail for hiking and the

Catamount Trail for cross-country skiing. Morristown continues to strongly support the development of the Lamoille Valley Rail Trail (LVRT) along the old railroad line. Adding recreational uses to the LVRT represents a tremendous recreational connection within Morristown and to the rest of the region. The LVRT, as a recreation trail, or if reinstated by the State in the future as a rail line, also has the potential to expand economic opportunities in downtown Morrisville, as it is uniquely positioned within close proximity to Village eateries and shopping establishments. Recently, a new effort has started planning a connection from the Stowe Recreation Path to the LVRT. Any connection from the Stowe Recreation Path to the LVRT in the vicinity of downtown Morrisville should be strongly supported both for recreational and economic development purposes.

School Busing

The busing of local school students provides a safe route to school and reduces vehicle miles travelled and local congestion during peak commuting times. Local schools and their contract bus carriers review schedules, routes and services annually in order to maximize the use of the buses.

Public Transportation Services

Two companies currently provide local transit van service to and around the Town and Village. Green Mountain Transit Agency (GMTA) operates Stowe and Lamoille Valley commuter buses and Rural Community Transit (RCT) operates the local human services bus routes. RCT also provides two free shopping shuttles that bring shoppers from Johnson and as far away as Craftsbury into Morristown for grocery shopping and other business services. RCT provides demand response service to Lamoille, Caledonia, and Orleans County. RCT commingle riders of various funding sources to bring them to their destination. GMTA operates the Mountain Road Shuttle in Stowe, the Route 100 Commuter from Morrisville Plaza to Waterbury, the shopping shuttle from Stowe to Morrisville Plaza, and the Morrisville Shopping Loop. The Morrisville Shopping Loop circulates throughout the Village and is very successful in providing transportation for area residents, in particular for the elderly and disabled population.

Policies

Major roadways, especially Route 15, Route 100, Route 12 and Route 15A should have limited curb cuts outside the Village to allow for smooth travel in and out of Town.

The Morristown Highway Department shall not approve Access Permits that create blind driveways.

All new or upgraded roads shall be constructed to comply with the Town of Morristown Road Policy.

New development must not exceed the capacity of existing transportation facilities.

The development of transportation infrastructure in the North End/Uptown should be done in conjunction with, and as planned by, the Morristown North End Business District Circulation Study dated September 30, 2011.

All development adjacent to the Lamoille Valley Rail Trail should account for the possibility of future rail use. The planning commission should consider requiring a minimum setback from the LVRT for this purpose.

Morristown strongly supports the use of the LVRT rail line as a four season trail.

Sidewalks are encouraged in the densely populated sections of the Village – as funding permits. Proposals to add sidewalks in the Town should only be considered when in reasonable proximity to existing pedestrian infrastructure.

Morristown supports the extension and development of recreation trails, bicycling facilities and walking paths.

Morristown supports private efforts and use of federal tax dollars to provide transportation services to assist elderly and disabled residents who wish to remain in their homes.

Morristown supports carpooling and vanpooling by local commuters to reduce transportation costs and impacts.

Morristown supports allowing shared parking for developments and businesses that have different peak parking demands, both in municipal and private parking lots.

Morristown strongly supports efforts to connect the Stowe Recreation Path to the LVRT in downtown Morrisville.

Morristown supports mixed mode transportation, especially in downtown Morrisville.

Objectives:

Plan for impacts of the truck route on local road network accesses and the Village.

Consider rezoning streets like lower Bridge Street that will have significant traffic increases as a result of the truck route and its reconfigured traffic patterns.

Participate in the Lamoille Transportation Advisory Council in order to coordinate and plan for road maintenance and improvements with adjoining towns, thereby ensuring that the interests of Morristown are adequately address by the County and the State.

The Planning Commission should retain open lines of communication with the State regarding the confluence of transportation and zoning issues on Routes 100 and 15.

The Selectboard should consider planning ahead with a reserve fund for bridges culverts and other costly road maintenance.

The Planning Commission, in conjunction with the Town Highway Department, should immediately work to develop a more nuanced access management policy than what is currently required for Access Permits. New driveway and new roadway access points to Town Roads should be limited to one per property and directed towards roads designed for access and not roads designed for the movement of traffic. When a property borders multiple roads (where one road is designed for access and the other road is designed for movement), the curb cut to said property should be required to take place on the road designed for access and should never create a blind driveway.

The Selectboard should consider the public's actual use of the new road (i.e. the public benefit) when considering street acceptance. Roads that provide little public benefit, like subdivision cul-de-sacs that provide no traffic circulation benefit or access to public property, or long stretches of roads without houses thereon, should not be considered for street acceptance.

The Selectboard should amend the Town of Morristown Road policy so that the minimum number of homes being served by road being put up for acceptance is five and not three.

The Selectboard should monitor the Highway Department's take rate from the gravel pit to ensure that it is the long-term resource that it was purchased to be.

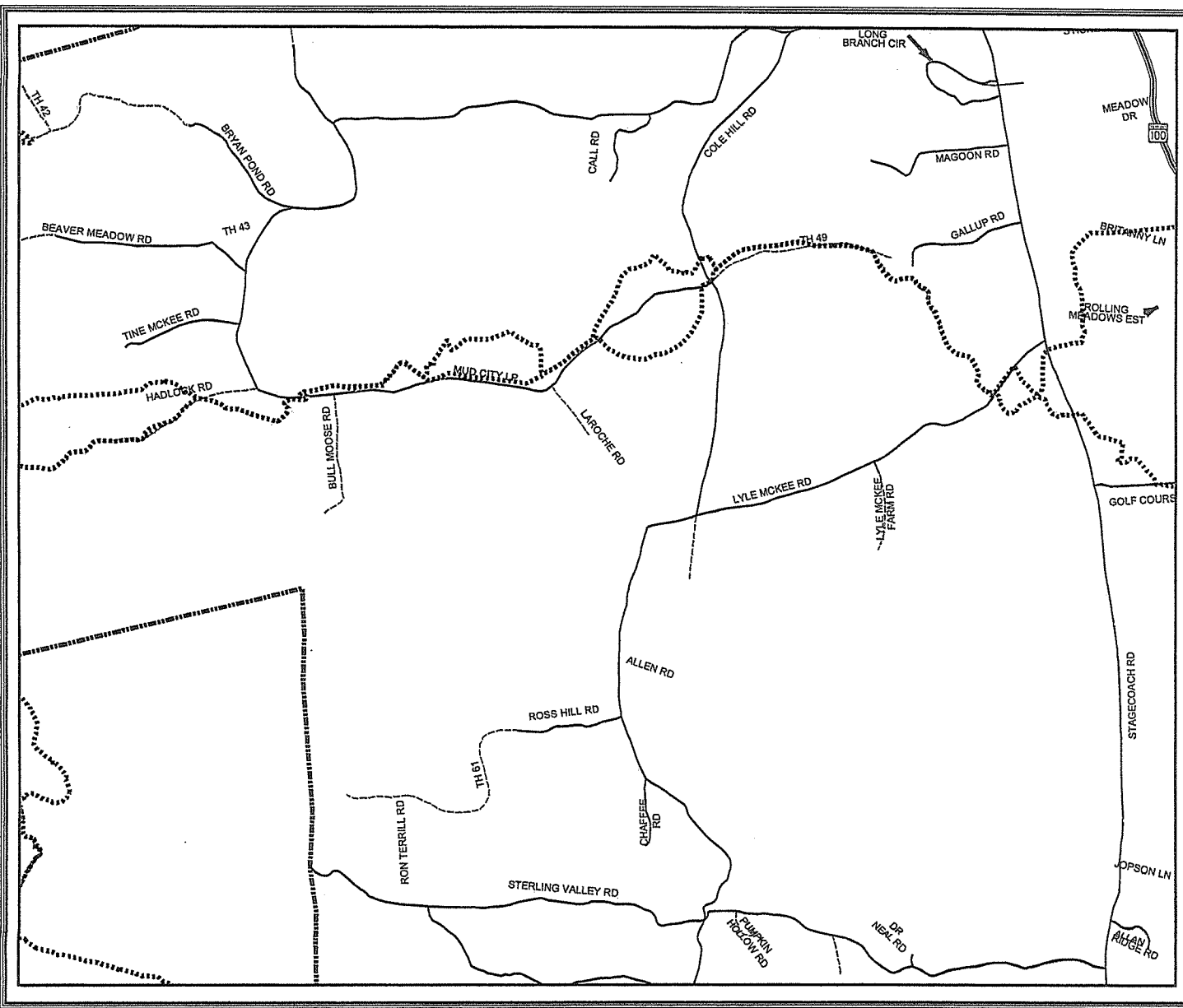
The Selectboard should open a dialogue with Union Bank to inquire if a portion of its staff could be directed to park in the Copley municipal parking lot to lessen the incorrect appearance of a parking shortage in the downtown.

Once construction of the truck route is complete, the Selectboard should reevaluate the intersection of Vermont Route 12, Vermont Route 15A and Copley Avenue. Land around this intersection should be preserved to the extent possible to ensure that any future intersection realignment is done with minimal cost and minimal difficulty.

Morristown supports lengthening the runway of the Morrisville-Stowe airport to 4,000 feet in length. The Selectboard should work with the Vermont Agency of Transportation towards this purpose.

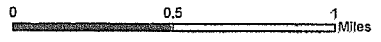
The Morristown North End Business District Circulation Study should be used to update the zoning bylaws and the transportation infrastructure in this section of Morristown.

Transportation
 Morrystown, Vermont
2013 Municipal Development Plan
 Sheet # 1



Legend

- Catamount Trail
- VAST Trail
- ==== State Highway
- Class 2 Road
- Class 3 Road
- Class 4 Road
- Private Road
- Stream
- Waterbody
- Town Boundary



POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.
 ROADS: 1:5000 E-911 Road Data, 2010.
 SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2 quadrangles and 1:20000 color infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.
 LONG TRAIL: Developed by the Green Mountain Club from various sources, VCGI, 2008.
 CATAMOUNT TRAIL: Middlebury College Geography Department - January - April 2002 and January - April 2003.
 VAST: Vermont Association of Snow Travelers, 2011.

Transverse Mercator,
 VT State Plane,
 Meters, NAD83

For planning purposes only.
 Not for regulatory interpretation.

Lamplite County Planning Commission
 PO Box 1637, 52 Portland Street
 Morrisville, VT 05561
 ph 802.888.4548 f 802.888.6938
 www.lcpcvt.org January 2013











Transportation

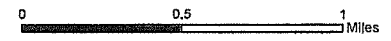
Morristown, Vermont

2013 Municipal Development Plan

Sheet # 2

Legend

-  Town Boundary
-  Catamount Trail
-  VAST Trail
-  State Highway
-  Class 2 Road
-  Class 3 Road
-  Class 4 Road
-  Private Road
-  Waterbody
-  Stream



POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

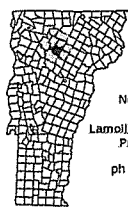
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SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2 quadrangles and 1:20000 color infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.

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Traverse Mercator,
VT State Plane,
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PO Box 1637, 52 Portland Street
Morristown, VT 05661
ph 802.888.4548 f 802.888.6938
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









Transportation

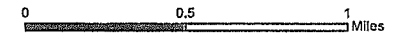
Morristown, Vermont

2013 Municipal Development Plan

Sheet # 3

Legend

-  Town Boundary
-  Catamount Trail
-  VAST Trail
-  State Highway
-  Class 2 Road
-  Class 3 Road
-  Class 4 Road
-  Private Road
-  Rail Trail
-  Waterbody
-  Stream



POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

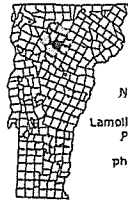
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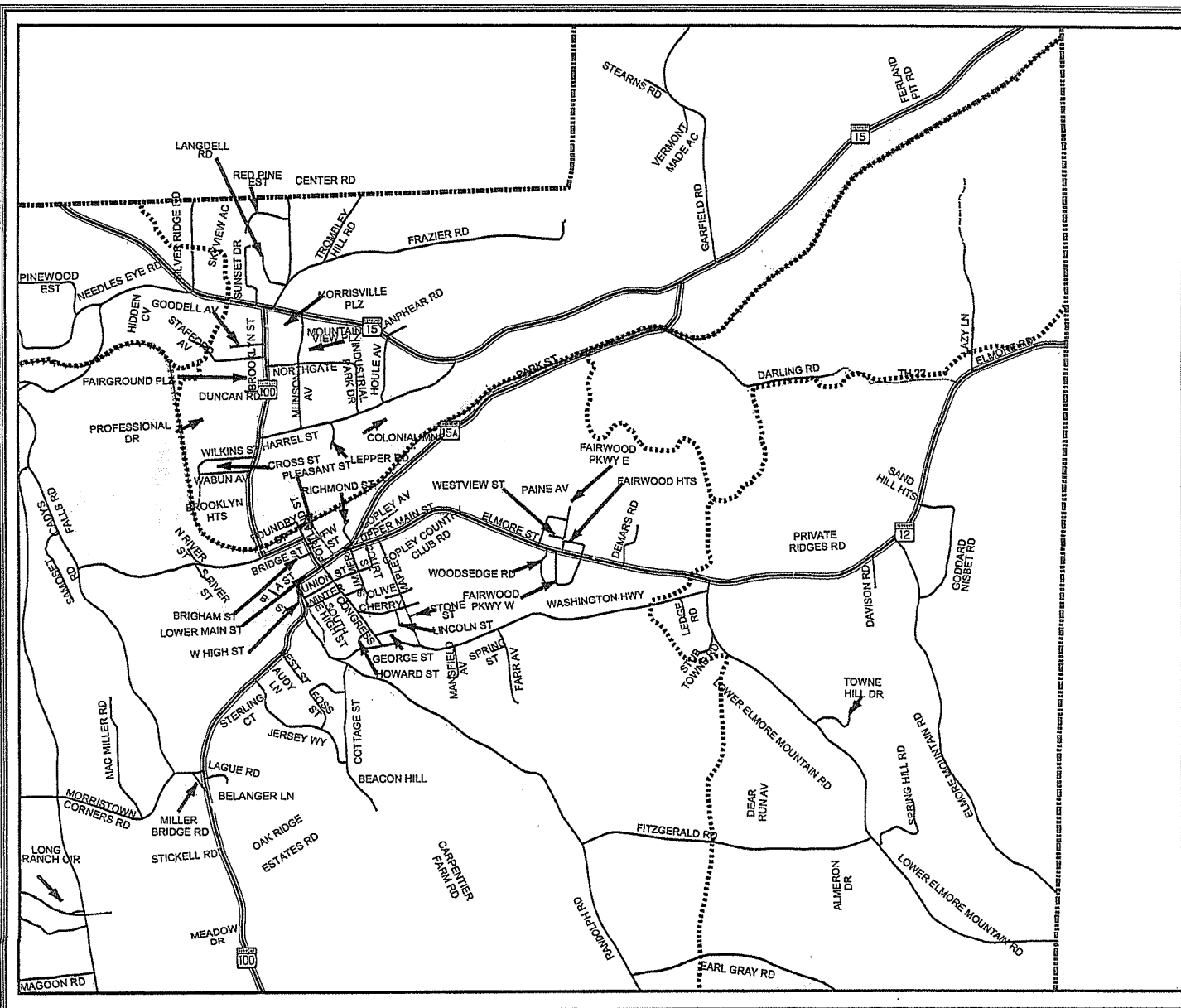
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Transverse Mercator,
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Lamoille County Planning Commission
PO Box 1537, 52 Portland Street
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www.lcpcvt.org January 2013



Goals

To efficiently provide, in equal parts, high quality, environmentally sound and affordable public services and facilities that serve the needs of all Morristown residents.

To plan local investments in infrastructure at the appropriate location and pace to support the local economy while mitigating physical and social impacts.

Sewage & Septic Facilities & Services

The Morrisville Wastewater Treatment Plant is operated under the jurisdiction of the Village Trustees. Sewage treatment in the Sewer Service Management Area is performed at an activated sludge, extended air wastewater treatment plant located on South River Street. There are currently two pumping stations - one on River Street, and one off Route 100 south of the Village.

In 2007 the Village voted to make a substantial improvement to the sewer plant by increasing capacity to 0.650 mgd (permitted capacity of 0.550 mgd). The improvements also included the construction of additional aerated sludge storage required to meet the projected increased flows to the plant, the conversion to an ultraviolet (UV) disinfection system (eliminating the need for chlorine disinfection system), the installation of emergency generators, and the conversion to a centrifuge sludge dewatering system which provides for drier sludge which reduces the cost of landfilling. For more technical information on the sewage plant, its capacity and its ability to process certain wastes, please contact Morrisville Water and Light.

The Sewer Service Management Area (SSMA) for the wastewater treatment plant corresponds to the area depicted as SSMA on the Utilities and Facilities Map located at the end of this chapter. The SSMA designates the areas in Morristown (outside Village limits) where it was agreed that sewer expansion can take place. Recent sewer extensions within the SSMA since the last Town Plan update include a new sewer line north to Stafford Avenue, a new line east on Harrel Street and north on Industrial Park Drive and a new line from Stafford Avenue north to Route 15. The Town has been successful creating Tax Increment Financing (TIF) districts to pay back the taxpayers' investment in this new infrastructure, and it should continue the utilization of TIF financing when infrastructure expansion is warranted. When warranted by development pressure, a sewer line should be built across the Long Bridge on Bridge Street to serve the future needs of the underdeveloped Business Enterprise zoning district.

Morrisville Water & Light's expanded wastewater treatment plant provides ample capacity for at least 25 years of expected sewer system capacity needs. The SSMA encourages growth to appropriate areas by providing a footprint for future sewer line extensions. The SSMA currently regulates growth outside the Village and ensures a compact delivery system that best uses our existing infrastructure and recent system investments. The Town should continue to work with the Village in the coming years to build out the sewer system within the SSMA. It is unclear how the SSMA would regulate recent discussions about extending sewer service to the Village of Hyde Park. While it may be desirable to offer sewer service to

the Village of Hyde Park to defray current rates and the cost of building the new sewer plant, any sewer extension outside of Morristown should not offer service that would serve industrial businesses that compete with those in Morristown (as one of the main objectives with the local funding of the sewer plant construction was to ensure continued job growth and investment at Morristown's businesses). Before sewer service is extended to the Village of Hyde Park, sewer connections to Morristown Corners and Cadys Falls should be prioritized.

During the next few years, the Planning Commission should examine zoning bylaw changes that decrease the allowable density in areas outside the SSMA. Such a change would ensure that land use regulations, and not the location of the SSMA, control the rate and scale of development. Land use regulations should be the first and primary method to regulate growth outside of the Village. If the SSMA is solely being relied upon to regulate or limit growth in sections of Morristown, the underlying zoning in these areas is too permissive.

Water Supply

The Village of Morrisville owns and maintains the Morrisville Water and Light Department Water System to serve the residents of the Village and town along Vermont Routes 100, 15 and 12. The operation of the water system is under the jurisdiction of the Village Trustees.

The system's primary well provides 1,500 GPM, and a backup well provides 380 GPM. There are two reservoirs on the system with a total capacity of 2,002,600 gallons. In 2007 a bond vote authorized the construction of a high service water storage facility (i.e. a replacement reservoir) adjacent to the current 500,000 gallon reservoir. According to the General Manger of Morrisville Water & Light, the most important considerations for the Village water system are to protect the water sources, identify and correct system losses, to ensure proper water pressure, and the aging distribution system (several areas are 80-95 years old).

The Morristown Corners Water Corporation has approximately 51 connections (estimated at about 160 individuals) and three hydrants. The corporation's system, originally constructed in 1948, has a 35,000-gallon reservoir. Consumption on the system is metered for inflow and outflow. The system serves the Morristown Corners area.

The Cadys Falls Water Cooperative has 21 connections and a 2,500-gallon overflowing reservoir. The system was originally constructed in 1947. Consumption on the system is not metered. The cooperative's service area is located on the southeast side of the Needle's Eye Road.

There is also a public water supply serving Pine Crest Mobile Home Park on Cochran Road. The Pine Crest Mobile Home Park provides water for approximately 50 mobile homes and one single-family dwelling.

Every public water source is required to develop a Source Protection Area (SPA) plan. The plan should identify the Wellhead Protection Area (WHPA) and any potential sources of contamination within the area. The plan should also establish some mechanism for protecting the WHPA whether that is through adoption of WHPA zoning or through purchase of easements or property. Morristown Corners Water Corporation and Cadys Falls Water

Cooperative have adopted such a plan and a WHPA district exists to ensure land uses above the well do not have a negative impact on water quality. The Pine Crest Mobile Home Park water supply also has a WHPA. It is recommended that the Morrisville/Morristown Zoning and Subdivision Bylaws ensure that all future development does not have a negative impact on any WHPA in Morrisville and Morristown.

Storm Drainage Facilities

The Wilkins Ravine in Morristown is a small deep ravine extending about one-half mile from Lake Lamoille, on the Lamoille River, to Brooklyn Street in Morristown. The Route 100 (Brooklyn Street) corridor includes drainage swales and culverts/catch basins, which convey stormwater runoff from approximately 180 acres of developed and undeveloped land area which is often referred to as the North End or Uptown. This heavily commercialized and developed area of Morristown is characterized as being approximately 32% paved or impervious (a 4% increase from the 2008 Town Plan data). Impervious Surfaces in Uptown are projected to double in the future as this rapidly expanding business area further develops. Stormwater released into the headwaters of the ravine has caused severe erosion and property damage in recent years. Sediment, nutrients and trash from the sub-watershed have been washing into the ravine and the Lamoille River. Lake Lamoille is considered to have poor water quality due to high levels of sediment and nutrients (VTDEC, 2006). Downstream of the lake on the Lamoille River is a natural high quality trout fishery. The Vermont Fish and Wildlife Department has notified the District 5 Environmental Commission of its concerns about the Wilkins Ravine stormwater runoff problem (LUP#5L0934-6). As a result of these concerns, the Town initiated a plan to address Wilkins Ravine and requested assistance from federal and state agencies. Project partners have developed a Wilkins Ravine watershed stormwater management plan. The Plan involves stabilizing erosion and cleaning up trash and debris in the Wilkins Ravine area, installing stormwater quality treatment controls (and, where possible, quantity treatment controls in the drainage network upstream of the ravine), and reducing the overall volume of stormwater discharging to the ravine by retaining water on-site and infiltrating to groundwater as much clean runoff as possible. It is recommended that the Morrisville/Morristown Zoning and Subdivision Bylaws ensure that all future development in the Uptown/North End section of Morristown does not lead to further degradation of Wilkins Ravine. It is further recommended that the Town leverage available funding with grant opportunities to improve stormwater attenuation and treatment in the sub-watershed.

Solid Waste Disposal

Morristown, along with eleven other communities, is a member of the Lamoille Regional Solid Waste Management District (LRSWMD). A volunteer board of supervisors governs the District. The Morristown Selectboard appoints a supervisor who represents the community on this board. The District is responsible for regulating the local waste industry, developing and implementing programs to increase waste reduction, increase recycling and securing sufficient disposal capacity for unsorted mixed solid waste and construction and demolition debris. The District has a solid waste implementation plan to address long-term waste management needs of its constituents. The District provides six waste and recycling drop off facilities in various locations. The Morrisville Recycling Station is located on Trombley Hill Road where any District resident can drop off their bagged waste or recyclables on Saturday mornings.

Municipal Offices

The Town Offices are currently in leased space at the Tegu Building on Portland Street. This location provides the temporary space needed for all the various Town departments, as well as a conference room. It is recommended that during the lease period, the Town's top priority should be to find and evaluate locations for a permanent location where it can own its office space. Said location should take advantage of an existing structure that can be restored for the Town's purposes. If it is determined that a new building need be constructed for the Town offices, it should be located within the Sewer Service Management Area to take advantage of existing population density (for the convenience of the residents) and existing infrastructure. The most desirable location for new Town Office is in the Village.

Dispatch / Emergency Communication

The Town of Morristown currently participates in the Enhanced 911 program (E911). Through the linking of phone numbers to locatable addresses, the E911 system allows call takers at Lamoille County Sheriff's Department to see the caller's locatable address, and which emergency service providers are responsible for that address. Locatable addressing is the backbone of the E911 program. All streets in Morristown that serve three or more residences have been named and all structures have been assigned a number. The system is based on 1/100th of a mile addressing increment with even numbered structures on the right hand side of the road and odd numbered structures on the left hand side of the road, commencing from a pre-determine road starting point (i.e. if the structure number is 3500 Randolph Road, the structure is located 3.5 miles from the beginning of Randolph Road on the right hand side). It is recommended that the Morrisville/Morristown Zoning and Subdivision Bylaws require that all development receives an E911 address prior to the receipt of a zoning permit and that permitted structures clearly display said address prior to occupancy.

Law Enforcement

The Morristown Police Department provides enforcement services to the citizen and businesses in the Village and Town. The Morristown Police Department consists of eight full-time police officers, including the police chief, plus one full-time dispatcher and is located in a public building on Lower Main Street.

Fire Protection

The Morristown Volunteer Fire Department is run by a chief and two assistant chiefs and is located in the William Towne Memorial Fire Station on Upper Main Street. The Morristown Fire Department provides three types of services to the community; 1) immediate response to fires in the Village and Town; 2) fire prevention and education services; and 3) rescue services, equipment and vehicles for other emergency situations. The fire chief identified four areas of concern for the department in the near future: 1) inadequate water pressure at hydrants in most of the Village; 2) traffic congestion in the Village center; 3) a dearth of fire ponds with dry hydrants in remote areas of the Town; and 4) that there are no fire prevention building codes in Morrisville and Morristown. It is recommended that the Morrisville/Morristown Zoning and Subdivision Bylaws require that all Major Subdivisions be equipped with a fire pond with a dry hydrant that is acceptable to the Fire Chief.

Rescue Squad

The Morristown Rescue Squad provides immediate emergency medical care to all Morristown and Morrisville residents. Rescue calls are dispatched out of the Lamoille County Sheriff's Department in Hyde Park via the E911 system. The squad's ambulance building is located across from Copley Hospital on Washington Highway. This facility was renovated in 2006 with a new garage, a larger more efficient training room, handicapped accessibility and a second bunk room. This facility, which is also equipped with an emergency generator, should serve the Town well for the foreseeable future.

Traffic congestion at the intersection of Main and Portland Streets is a serious impediment to quick response in emergencies. The ambulance can just clear the sides of the railroad overpass on Needle's Eye Road. As ambulances have become wider, this overpass clearance issue has become more pressing. Grant opportunities should be researched that could ameliorate the narrow clearance provided by this overpass.

Health Facilities & Services

The primary health facility serving the Lamoille Valley Region is Copley Hospital, which is located on Washington Highway in Morrisville. Copley operates as the emergency care center and critical care access for local emergency services, and provides in-patient, out-patient, long-term care and birthing center services. The hospital is also designated as a "Critical Access Hospital" by the federal government.

The Town's Senior Center is located on upper Main street and provides needed services for the communities elderly, including the Meals-On-wheels program.

Library

The Morristown Centennial Library provides library services to the community including books, periodicals, audio tapes and CDs, videos (tapes and DVDs), public access computers, research facilities, and programming for children and adults. The library is located in the Carnegie Building at the corner of Park and Richmond Streets. The Library facility is currently in the final stages of a large expansion that more than doubles the usable space and makes the entire building handicapped accessible. With this addition, the library should be able to meet the capacity needs of Morristown and Morrisville for generations to come.

Cultural Facilities

Morrisville has the only freestanding facility in Lamoille County dedicated to the development of an understanding of local history, and one of only four historical societies in the county. The Noyes House Museum is operated by the Morristown Historical Society, through its Board of Trustees (since 1953). The museum itself is owned by the Village of Morrisville, and leased to the historical society for a nominal fee. Village crews maintain the grounds. The Historical Society maintains the facility and owns the collection. The Noyes House is located in the Village at the south end of Main Street. Of immediate concern to the historical society is the condition of the Noyes House, which threatens to hasten decoration of the artifacts. Grant and funding opportunities should be explored to support the museum structure, its programs and its staffing.

Recreation

The Morristown Recreation Commission promotes local recreation facilities and programs. Presently, the following recreational amenities are available within the Village: tennis and basketball courts, groomed Nordic ski trails, athletic fields, fitness and nature trail, the Copley running track, the High School Gymnasium, the Elementary School gymnasium and playground, the Graded Building playground and the seasonal skating rink adjacent to Graded Building. Additionally, the Lamoille Valley Rail Trail is expected to be reconstructed soon which will provide an exceptional recreational amenity for Morristown. Grant opportunities should be researched, and an eight year financing and development plan should be approved, to restore and expand the aforementioned recreational opportunities on school property, particularly the tennis courts, the running track and the field house. In addition to the recreational opportunities found on school property, the Oxbow Park is utilized for soccer fields, a skate park and the community garden. Grant opportunities should be sourced to develop a less flood prone trail system at the Oxbow, as well as for the expansion of the picnic access and the creation of new river access.

The Recreation Council and the Trails Committee are investigating the re-development of Clark Park. This underutilized community asset could include nature trails, a picnic area and a kayak launch. The Selectboard should work with the Village Trustees to obtain a lease for the park that would allow them to maintain it and make improvements thereon.

The purchase of the Duhamel Gravel Pit and 367 adjoining acres, along with the Town Forest, Mt Mansfield State Forest, the Catamount, VAST and Long Trail offers residents an opportunity for outdoor recreational activities outside the Village in a quiet rural setting.

ConnectMorristown

ConnectMorristown.org is the free wifi service provided throughout downtown Morrisville. This service is an invaluable asset to resident and businesses in the downtown. The funding for this service is provided via an enterprise account that draws revenue through adverting on the wifi web portal. The wifi zone does not yet cover all of the downtown and it is recommend that it be expanded via the continued use of the enterprise fund and sourcing grant opportunities.

Cemeteries

The ultimate responsibility for the Town's cemeteries lies with the Selectboard. The Town maintains the cemetery grounds and elected cemetery commissions or local cemetery associations handle lot layout and sales. The availability of new plots varies depending on the cemetery in question. The cemetery associations with space needs should consider obtaining options on adjacent properties to accommodate future expansion.

Policies:

Any development within Morristown must not place an undue adverse impact upon municipal facilities.

Encourage and support projects that enhance the vitality of the downtown.

No development should occur within the wellhead protection areas except in strict accordance with §300, Source Protection Area, of the zoning bylaws.

All new roads must meet Town standards to ensure access for fire and rescue vehicles.

Height limitations of 35 feet in residential areas and 50 feet in downtown Morrisville should be maintained to accommodate fire and rescue efforts.

Support new economic opportunities, through the use of telecommunications, satellite technologies and the expansion of wifi.

Support the enhancement of telecommunication/wireless networks when such facilities do not have significant adverse environmental, health or aesthetic impacts. In order to minimize tower proliferation, it is the policy of Morristown/Morrisville to encourage applicants to co-locate on existing tower and/or tower sites and related facilities.

Two of Morristown's/Morrisville's principal scenic qualities are its ridgeline and mountainsides. These areas are significant contributors to the maintenance and enjoyment of the rural character. The ridges are predominately undeveloped and provided an unbroken skyline view from the valley floor. Development above 2500' is prohibited, for all uses other than telecommunication towers used solely for governmental public safety purposes. The use of lower ridges for telecommunication towers, antennas, satellite dishes, wind turbines and related facilities need to be undertaken in a manner that will not unduly detract or adversely affect these scenic values. Accordingly, protection of these areas from insensitive development is a matter of public good. To minimize the conflict with scenic values, the development of aforementioned facilities should employ the following principles: a) where feasible, be located in areas not highly visible to the traveling public, or from residential areas, historic buildings, and public use areas or outdoor recreation areas, such as trails; b) be located in forested areas or be sufficiently landscaped to screen the lower sections of said facilities from public vantage points, such as trails, roads, or waterbodies; c) utilize material, architectural styles, color schemes, lighting fixtures, mass and other designed elements to promote aesthetic compatibility with surrounding uses and to avoid adverse visual impacts; d) where prominent views of the site exist, be located downgrade of the ridge so as not to exceed the elevation of the immediate ridge; e) where construction of the access roads are involved, to minimize visibility, situate access roads to follow the contour of the land and to avoid open fields or meadows; and f) avoid peaks and ridges which function as focal points.

Objectives:

The Village Trustees and Selectboard must continue to monitor facilities and service capabilities and communicate concerns to the Development Review Board.

The Town should continue to work with the Village in the coming years to build out the sewer system within the SSMA.

The Town should continue to work with the Village to find and use creative funding methods, such as Tax Increment Financing (TIF), to help build infrastructure, especially the expansion of sewer lines in the SSMA.

When warranted by development pressure, a sewer line should be built across the Long Bridge on Bridge Street to serve the future needs of the underdeveloped Business Enterprise zoning district.

The Planning Commission should examine zoning bylaw changes that decrease the allowable density in areas outside the SSMA. Such a change would ensure that land use regulations, and not the location of the SSMA, control the rate and scale of development.

The Planning Commission should review wellhead protection area zoning bylaws periodically to ensure the regulations continue to have the desired impact on development in these areas.

The Planning Commission should ensure that all future development in the Uptown/North End section of Morristown does not lead to further degradation of Wilkins Ravine. It is further recommended that the Town leverage available funding with grant opportunities to improve stormwater attenuation and treatment in the sub-watershed.

During the current five year lease period, the Town's top priority should be to find and evaluate locations for a permanent location for its office space. If possible, said location should take advantage of an existing structure that can be restored for the Town's purposes. If it is determined that a new building need be constructed for the Town offices, it shall be located within the Sewer Service Management Area to take advantage of existing population density (for the convenience of the residents) and existing infrastructure. The goal for a permanent/owned Town office space is a location in the Village.

The Planning Commission should revise Morrisville/Morristown Zoning and Subdivision Bylaws to require that all development receives and displays an E911 address prior to the receipt of a zoning permit.

The Planning Commission should revise the Morrisville/Morristown Zoning and Subdivision Bylaws to require that all Major Subdivisions be equipped with a fire pond and a dry hydrant that is acceptable to the Fire Chief at the applicant's expense.

Grant and funding opportunities should be explored to support the Noyes House Museum structure, programs and staffing.

Grant opportunities should be researched, and an eight year financing and development plan should be developed, to restore and expand recreational opportunities located on school property, particularly the tennis courts, the running track and the field house.

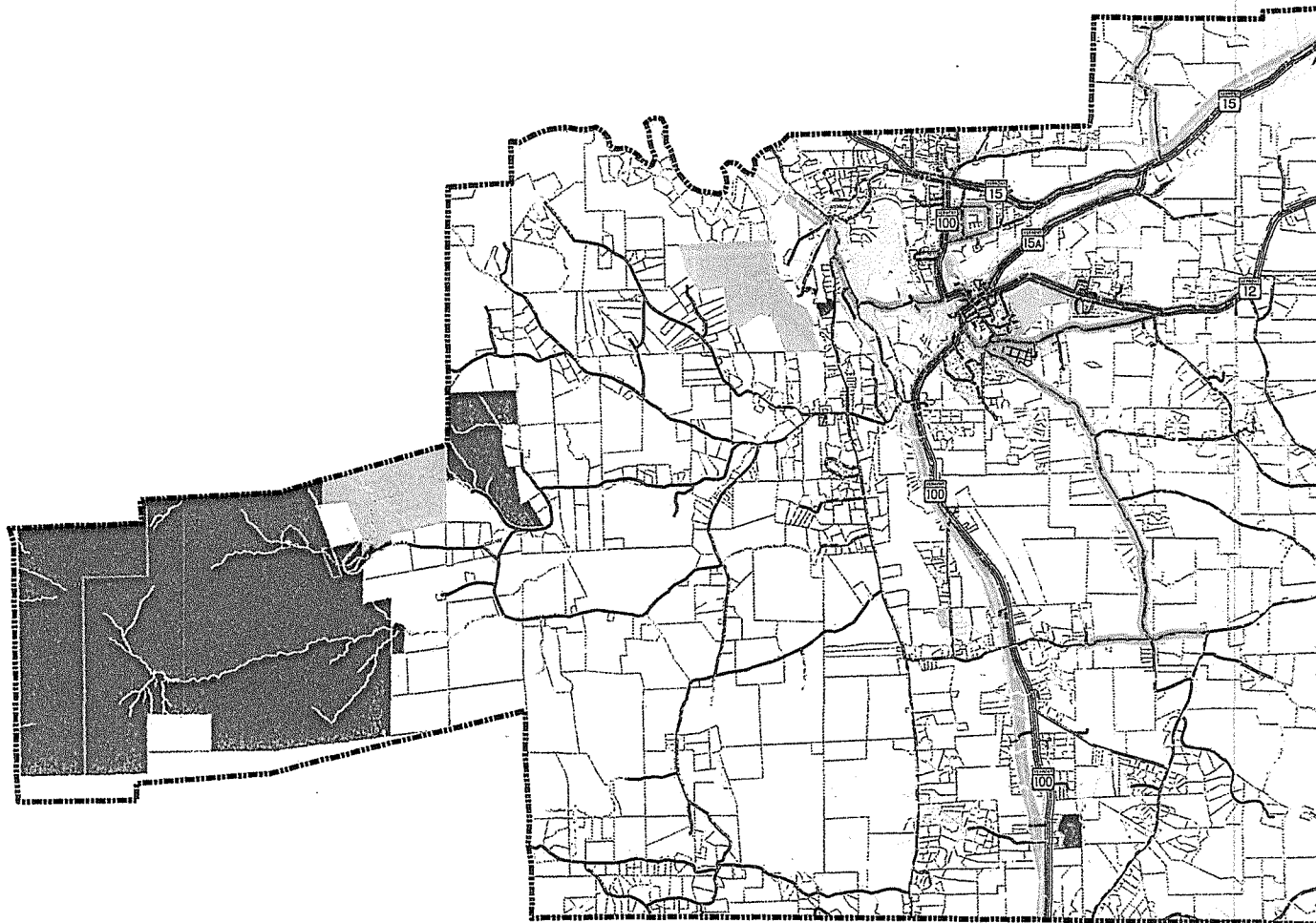
Grant opportunities should be sourced to develop a less flood prone trail system at the Oxbow, as well as for the expansion of the picnic access and the creation of new river access.

The Selectboard should work with the Village Trustees to obtain a lease for Clark Park that would allow them to maintain it and make improvements thereon for recreational purposes.

The ConnectMorristown.org wifi zone does not yet cover all of the downtown and it is recommend that it be expanded via the continued use of the enterprise fund and the sourcing of grant opportunities.

Town Utilities & Facilities

Morristown, Vermont
2013 Municipal Development Plan



Legend

- Electrical Line
- 34 KV Electrical Line
- Phase 3 Electrical Line
- Parcel Boundary
- Publicly Accessible Lands**
- COPLEY
- SCHOOL
- VILLAGE
- TOWN
- STATE
- MORRISVILLE WATER & LIGHT
- CEMETERY

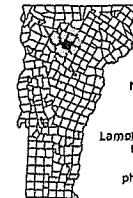
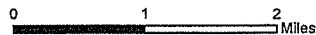
POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

ROADS: 1:5000 E-911 Road Data, 2010.

SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2' quadrangles and 1:20000 color infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.

ELECTRICAL LINES: 34 KV from VCGI, 2003; on-screen digitized from 1:5000 digital orthophotos. All other electrical lines were digitized by LCPC on various dates using DWG files obtained from Morrisville Water and Light.

PUBLICLY ACCESSIBLE LANDS: Morrisville Parcels 2012.



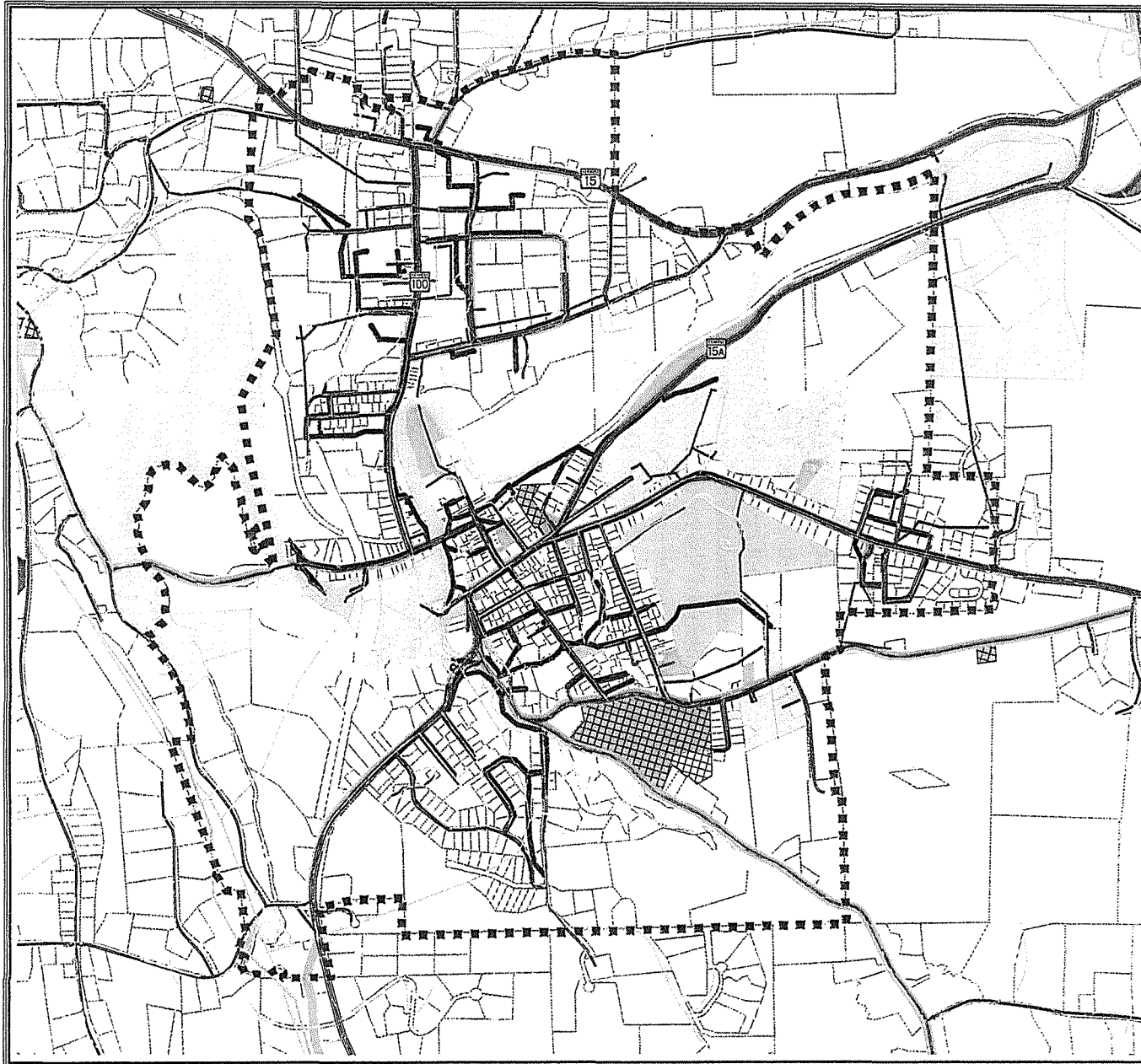
Transverse Mercator,
VT State Plane,
Meters, NAD83

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Lamoille County Planning Commission
PO Box 1637, 32 Portland Street
Morristown, VT 05661
ph 802.888.4648 f 802.888.6938
www.lcpcvt.org January 2013

Village Utilities & Facilities

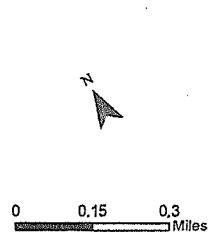
Morristown, Vermont
2013 Municipal Development Plan



Legend

----- Electrical Line	Publicly Accessible Lands
----- 34 KV Electrical Line	COPLEY
----- Phase 3 Electrical Line	SCHOOL
----- Water Supply Line	VILLAGE
----- Sewer Line	TOWN
----- SSMA	STATE
----- Parcel Boundary	MORRISVILLE WATER & LIGHT

POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.
 ROADS: 1:5000 E-811 Road Data, 2010.
 SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2 quadrangles and 1:20000 color Infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.
 ELECTRICAL LINES: 34 KV from VCGI, 2003; on-screen digitized from 1:5000 digital orthophotos. All other electrical lines were digitized by LCPC on various dates using DWG files obtained from Morristown Water and Light.
 SEWER & WATER LINES: Digitized by LCPC on various dates using DWG files obtained from Morristown Water and Light.
 PUBLICLY ACCESSIBLE LANDS: Morristown Parcels 2012.



Transverse Mercator,
VT State Plane,
Meters, NAD83

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Lamotte County Planning Commission
PO Box 1637, 32 Portland Street
Morristown, VT 05661
ph 802.888.4548 f 802.888.6938
www.lcpcvt.org January 2013

Goals:

Preserve Morristown's heritage for current and future generations.

Maintain the area's historic connections by encouraging land use and design that is compatible with existing structures and functions.

Manage growth and development in a way that protects and promotes the area's historic, scenic and cultural assets without unduly infringing upon the rights of landowners.

Historic Structures

There are historical sites and structures recognized by the State of Vermont Division of Historic Preservation in both the Town and Village. These irreplaceable sites and structures should be carefully reviewed when considering the impacts of new development. The Red Covered Sterling Bridge and the People's Academy Building are Morristown's only sites on the National Historic Register, although other structures are eligible for inclusion. Among other things, being on the National Register makes property owners eligible for rehabilitation tax credits and special consideration when Federal money is used on a nearby project. Anyone interested in more information on getting on the State or National Registry should contact the State Division for Historic Preservation.

Historic Districts

Morrisville is one of only four historic districts in Lamoille County and is recognized on both the State and National Register of Historic Places. The Downtown Morrisville Preservation Plan (1983) is an excellent review of this district and includes a discussion of the history, architectural design, streetscapes and recommendations for conservation. While the document is somewhat dated, the information and many of the recommendations remain accurate. The district was expanded in 2007 to include a much broader area around the Central Business District that is similar to the area that currently constitutes the Designated Downtown.

Downtown Streetscapes

Downtown revitalization remains a high priority objective by a wide margin in Morristown. Making the area more pedestrian friendly and protecting the scenic and historic qualities that lends the Village its unique character will be an important factor in any successful effort to revitalize and/or maintain the area as a vital commercial and residential center. Improving the downtown streetscape is critical to ensuring a vital downtown, especially within the Historic District. Streetscape plans not only improve the visual appearance of an area, but also make the downtown more pedestrian friendly.

Scenic Views:

The combination of open fields, forests, mountain ridges, valleys and built-up areas all contribute to Morristown's unique character. No single place, view, building or resource is definitively more significant or valuable than others. However, there are some common elements to the landscape, some especially striking views in Morristown that most people would agree are particularly important in creating a sense of place. Scenic views that were identified in previous

Town Plans as being significant are as follows:

- the view from Elmore Mountain Road across the valley;
- the view from Elmore Street across the valley;
- the view down to Main Street People's Academy Circle;
- the view from the Bridge Street Dam;
- the view from Mountain View Farm;
- the views from public property to Red Covered Sterling Bridge;
- the views from public property to Lake Lamoille; and
- the views from Stagecoach Road to the Worcester and Green Mountain Ranges.

In order to balance the rights of property owners with requirements for attractive development that does not impinge upon the Town's scenic or historic resources, Site Development Plan Approval was adopted and is now required for all primary business uses in residential zones. The purpose of site plan review is to ensure quality projects, but not to prevent development. Poorly designed projects or ones that are inflexible to Development Review Board recommendations may be denied approval, but the intent is for the standards to be flexible. Moving forward, the Planning Commission should strengthen the criteria for Site Development Plan Approval by allowing the Development Review Board to consider protecting public view corridors during requests for private development. Specifically, the Planning Commission should evaluate site plan review criteria requiring that no damage be done to the silhouette of the ridgeline, as viewed from public properties, during any development, except in the Central Business Zone.

Subdivision regulations should also protect scenic and archaeological resources. Lot lines should protect open space and scenic ridgelines as conserved areas of any planned residential developments. The Planning Commission should strengthen and incentivize its Planned Unit Development (PUD) subdivision regulations to give developers the opportunity to cluster development. Any clustering proposed should at a minimum give the developer the same number of lots while leaving farmland and open space undeveloped.

Telecommunication towers are another area of special concern with respect to scenic resources. Towers cannot be barred from Town, but, they can and should, be regulated to ensure they are sited and constructed appropriately. The Town adopted cell-tower regulations and the Planning Commission should continue to monitor projects and bylaws in surrounding towns to ensure Morristown's bylaws are legal and adequate to meet the needs of the community.

Archeological Resources

Archeological sites contain a fragile, complex and irreplaceable record of past human activities. Archeological sites differ from historic sites in that the information that exists is buried. For 10,000 years Native American persons focused their activities within river valleys and lake basins. Evidence of prehistoric activities and occupations are often contained within soil deposits of a cornfield, a woodlot or can even be buried in a floodplain. Any prehistoric archeological sites constitute an essential link to our past. These sites are often the only source of information for the longest part of human history in Morristown.

A National Park Service study of archaeologically significant riparian areas was done as part of the Vermont Rivers Study in 1986. The Park Service findings concluded that the Lamoille River from Hyde Park to the Cady's Falls Dam and the Ryder Brook and Lawrence Brook areas have an expected moderate to high archeological sensitivity. This rating does not necessarily indicate that any archaeologically significant resources are located near these areas, but it does denote that the topography, sun exposure, availability of food and other important natural resources exist in the right combination along the respective waterways to expect that the area could be archaeologically significant. Unlike the large sites found in Highgate and Swanton, any sites in Morristown, if they exist, will be small.

Policies:

The Town supports the local historical society in their efforts to educate the public about Morristown's history and options available to owners for protecting the historic character of properties.

Development within the historic district should be in character with the surrounding architecture.

Morristown encourages the restoration and reuse of historic buildings where economically feasible.

Morristown recognizes the importance of certain streetscapes and scenic views in defining Morristown as a place to live and work.

Morristown recognizes the importance of the Lamoille River in Morristown's history and its continuing scenic, archeological and recreational values.

Morristown encourages vitality of the downtown business district by supporting efforts of citizen groups to upgrade pedestrian access and create a more attractive streetscape.

Development should avoid ridgelines, especially the scenic views called out in this chapter. Any ridgeline development should be setback from the edge of the hill and leave a forested buffer to protect the view from the valley.

Telecommunication towers must be sited and constructed in such a manner as to eliminate or minimize visual impacts, especially noted scenic views, using the latest stealth technology.

Morristown encourages clustering of residential development to protect open spaces and scenic areas, especially those visible from roads.

Objectives:

The Planning Commission should review site plan approval, PUD and subdivision regulations to improve protections therein for scenic and archaeological resources.

The Planning Commission should augment the zoning bylaws to recognize the importance of trees (both presence and absence of) in maintaining the character of an area and protecting scenic

resources during the review of development applications.





The Planning Commission should strengthen the criteria for site development plan approval by allowing the Development Review Board to consider protecting public view corridors during requests for private development.

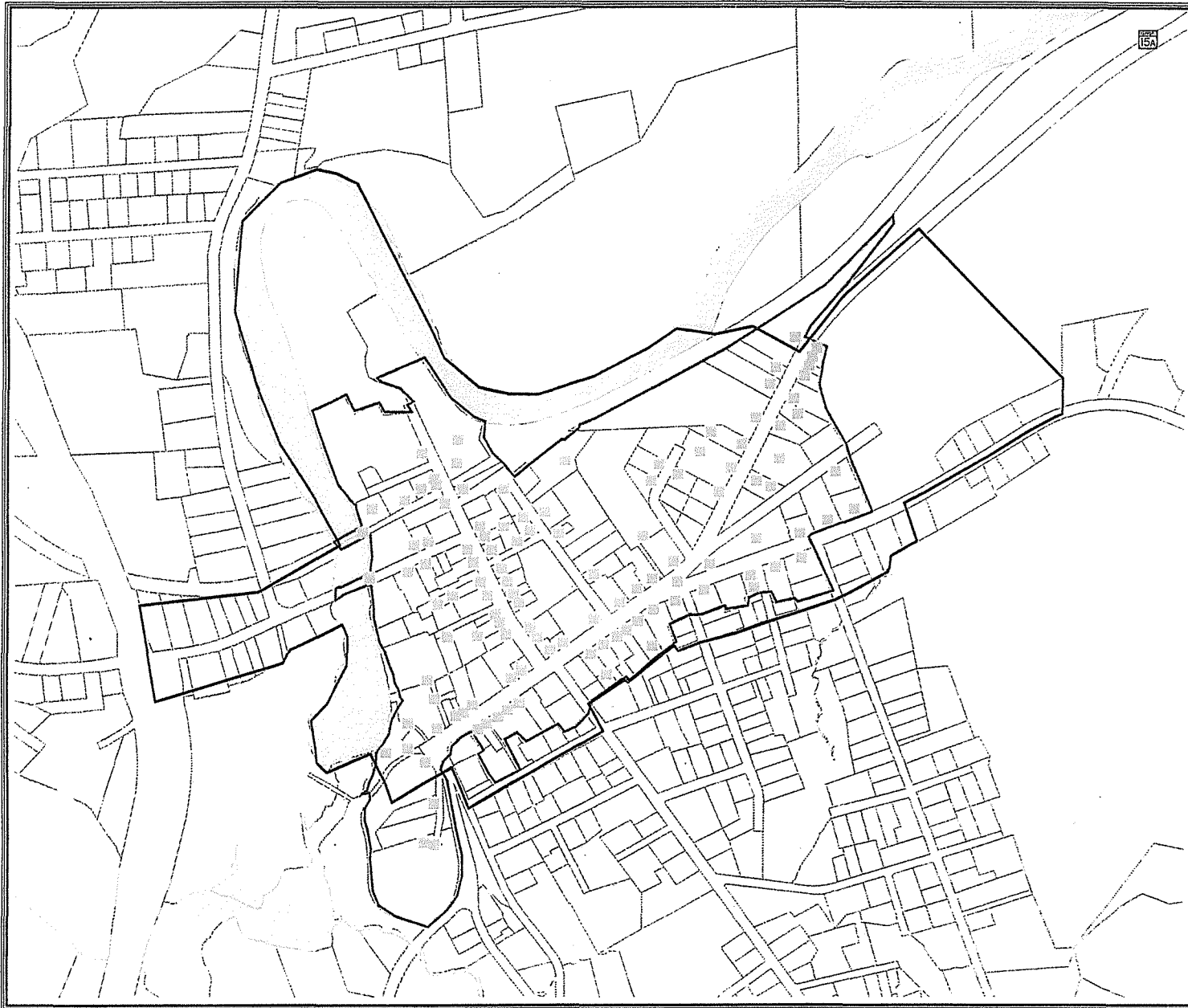
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Historic Resources Map

Morristown, Vermont
2013 Municipal Development Plan

Legend

-  Historic Building
-  Designated Downtown District
-  Historic District
-  Parcel Boundary



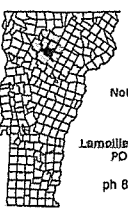
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HISTORIC SITES/HISTORIC DISTRICT: Digitized by LCPC, 2010.

DESIGNATED DOWNTOWN DISTRICT: Digitized by LCPC, 2005.

Transverse Mercator,
VT State Plane,
Meters, NAD83

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Lamoille County Planning Commission
PO Box 1637, 52 Portland Street
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www.lcpcvt.org January 2013

Goal:

To support a rich continuum of educational opportunities within Morristown and the surrounding area that supports lifelong learning, from early childhood through adulthood.

Public Education Governance

The Morristown School Board is responsible for developing the budget and overseeing the administration of the local schools. The Board of Directors has five seats, three with three year terms, and two with two year terms which are elected on Town Meeting Day. The School Board oversees the Morristown Elementary School, Peoples Academy Middle Level and Peoples Academy High School.

Lamoille South Supervisory Union (LSSU) has the administrative responsibility for the town school districts of Elmore, Morristown, and Stowe. General oversight of the Supervisory Union falls to the Superintendent, who is appointed by the supervisory union board. The LSSU board is made up of three board members from each school district board. LSSU, through the local school boards, has adopted an Action Plan which includes five areas of focus for a four year period. Each school develops and implements plans to address each focus area. These focus areas are:

- Facilitate student engagement and empower student voice.
- Build a safe and healthy school culture.
- Build positive family – school – community connections.
- Analyze student outcomes, for both individual students and groups of students, to guide future learning, ensuring high expectations and progress for all.
- Develop curriculum, assessment, and instructional practices collaboratively across the supervisory union.

The Districts of Lamoille South Supervisory Union, including the Morristown School District have been engaged in deep study of school governance options for several years in an effort to be well informed and well positioned to capitalize on opportunities to sustain and grow quality education systems in our communities. It is recommended that Morristown continue to stay informed, engaged in state wide discussions, and positioned to capitalize on opportunities to enhance the current high quality system when changes in the statewide context allow.

School Facilities and Infrastructure

The Graded Building: The Graded Building is located on one acre of land at the foot of Copley Avenue. It is a three-story, wood framed structure that was constructed in 1899 and was substantially enlarged in 1917. A 1998 renovation updated the electrical, plumbing and ventilation systems and installed an automated sprinkler system throughout the building, bringing this facility into compliance with all State of Vermont safety codes. The Graded Building currently houses LSSU Central Offices, preschool classrooms, Head Start, Even Start and the Lamoille Family Center’s Learning Together and Families Learning Together programs. These programs were relocated into the Graded Building in 2010 when the K and 1st grade were moved to the Morristown Elementary School building. In the next five years, capital funds should be allocated to the Graded Building for improved energy efficiency and repairs of the surrounding grounds to ensure safety, accessibility and an attractive appearance for this highly visible Village landmark.

Morristown Elementary: Morristown Elementary is located on Route 15A and shares over 56 acres of

land with Peoples Academy. Morristown Elementary School houses students in grades K through 4. It was built in 1972 and was designed without interior walls. A 1998 renovation project provided defined classroom spaces, improved ventilation, added classroom and expanded multi-purpose room spaces that serve as the school's cafeteria, gymnasium and auditorium. In the next five years, capital funds should be spent to improve energy efficiency and to ensure reasonable access to information technology tools and the web. It should be noted that an increase in student population large enough to necessitate an additional classroom at any level in the K-4 levels will require the need for additional instructional space for students.

Peoples Academy Middle Level and High School: Peoples Academy is located at the head of Copley Avenue overlooking the Village of Morrisville. The original three-story brick structure was erected in 1927 and was renovated and added onto on multiple occasions. The most recent renovation was completed in 1999 and provided new science laboratories, a library and additional classrooms and created a distinct area for the Peoples Academy Middle Level that now serves students in grades 5, 6, 7 and 8. In the next five years, capital funds should be spent to upgrade the heating system, on energy efficiency improvements and the replacement of components of the aging facilities that were not addressed in the most recent renovation.

Recently, the Morristown School District, through careful study and with community input, identified the need for a second gymnasium at PA/PAML as an instructional priority. Adequate indoor space for physical education is essential to provide for the needs of both middle and high school students, as well as a regulation sized gym for extracurricular programs. Current draft plans propose a field house design that could serve as a hub for both indoor and outdoor instructional and community activities, as well as smaller learning spaces that could serve functions like a workout studio or a weight room. The current gym space will also need maintenance and repairs in the near future, for example replacement of the bleachers. Given the extremely high levels of use of the existing facility, it is likely that additional space will be fully utilized on a regular basis year round and may serve to strengthen not only the educational programs, but community recreation and wellness as a whole. Upgrading the school's indoor recreational facilities should be the primary capital need in the coming five years. It is recommended that the Selectboard and School Board work together to form a committee that will study and execute the immediate construction of a new modern field house that will serve the needs of the school and of the community. Concurrent with the construction of the new field house, the school's outdoor recreational facilities are also in need of attention. Partial funding has already been approved by the community to initiate the redesign and necessary replacement of the aging running track. In order to allow that a regulation sized track be rebuilt, it is recommended that the baseball field be repositioned, the tennis courts be replaced and improvements to the grounds be made to ensure safe accessibility to the upper deck soccer field and improved parking in front of the Elementary School.

Educational Attainment

According to the 2010 Census, 91.6% of Morristown residents over the age of 25 are high school graduates and 40.6% have a Bachelor's Degree or higher. These figures represent significant increases since 2000 when 84.9% of Morristown residents over the age of 25 were high school graduates, and almost 24% had a Bachelor's Degree or higher. Countywide, about 92.2% of the population over 25 have high school diplomas, and 34.6% have earned a college degree. Morristown's educational attainment figures highlight a strong and strengthening workforce.

Enrollment Changes and Projections

The total student population in Morristown's school system (the combination of Morristown Elementary

School, People's Academy Middle Level and People's Academy High School) has seen a gradual drop in student population since the last Town Plan update. In the 2008-2009 school year, there were 959 total students. In the 2011-2012 school year, the student count decreased to 890.

The New England School Development Council provides enrollment projections for the Morristown School District regularly. Their December, 2011 report indicates that, like many Vermont communities, Morristown continues to experience enrollment fluctuations of the resident student population. Over the next five years, enrollments are forecast to continue to fluctuate, yet overall remain flat or increase slightly in Morristown. Five to 10 years out, growth may resume. Furthermore, the report indicates that, as soon as the economy and real estate situation improve, additional in-migration may return to Lamoille South Supervisory Union.

Other Educational Opportunities in Morristown

Various educational opportunities exist in Morristown that do not fall under the Morristown School Board. Therefore, the planning for the capacity and these institution's facilities are not addressed in this Town Plan. For a more verbose description of both educational opportunities under the Morristown School Board and other educational opportunities available locally, please visit the Morristown Planning Commission's webpage and view the report entitled Educational Facilities Report. A brief summation of these other educational opportunities found in, or close by, Morristown are as follows:

- The Bishop John A. Marshall School. The Bishop Marshall School is an independent Catholic school that offers an alternative education choice for children in pre-kindergarten through eighth grade.
- Learning Together. The Lamoille Family Center's Learning Together program is a Vermont Recognized Independent School for adolescent girls who are pregnant, parenting or are at-risk for becoming pregnant.
- The Community College of Vermont (CCV). CCV offers access to twenty degree and six certificate programs, workforce, secondary and continuing education opportunities and academic and veterans support services.
- Green Mountain Technology & Career Center. Green Mountain Technology and Career Center, located in Hyde Park, provides technical education to area high school students and adults.
- Johnson State College. JSC is one of the five institutions in the Vermont State College system and offers 30 undergraduate majors, three graduate programs and is located in Johnson

Policies:

The development of new streets should take into account the need for sidewalks and the adequacy of roads for busing.

Municipal projects should be planned and aligned with school-related needs, such as sidewalks around the Graded Building and roads and sidewalks to and from the school grounds.

Objectives:

The Planning Commission should continue to encourage population growth in Morristown, while also acknowledging that tuitioned students from outside of Morristown constitute a portion of the student body and that growth in adjoining communities will have an impact on Morristown's Educational System.

The school board should provide input to the Planning Commission regarding potential expansion needs for future educational programs and facilities.

Morristown should continue to improve communication between the Planning Commission, Selectboard, and school board. Ideally, the Town should coordinate a school district capital budget with those of the Village and Town. Furthermore, information regarding key infrastructure needs such as for community recreation and internet connectivity should be communicated and plans developed collaboratively as appropriate. This effort should be in part to stabilize tax rates, as cited in the Capital Needs Chapter of the Town Plan.

A joint committee with representatives of the school board and Selectboard should be appointed to review and consider the construction of a new field house on the PA/PAML campus.

A joint committee with representatives of the school board and Selectboard could be appointed to study the possibility and feasibility of repurposing the Graded Building to municipal offices and a park.

Implementation Program

The implementation of the municipal plan is often more important than the plan itself. If the stated objectives of the plan are never acted upon, then the plan has no more value than the paper it is printed on. At the conclusion of each chapter of the Town Plan, there is a list of priorities and objectives. The priorities are generally things that the Town is already doing or what its bylaws already require. The objectives, however, are suggestions as to what the Town should be doing, what the Town can change, or, more specifically, what bylaws need to be implemented to achieve the recommended action. As the Planning Commission has crafted this update to the Town Plan, it has been careful to assign ownership to all the objectives. This assignment of ownership is the basis for the implementation program of the Morristown Town Plan.

The current Town Plan update has been a much more inclusive process than has been conducted in the past. For example, both the Selectboard and Village Trustees have been given draft chapters of the plan as soon as any revisions were finalized and then asked for comments and feedback. The Planning Commission believes this process created stakeholders that ensure that the stated objectives in the Town Plan actually come to fruition because everyone has agreed to the ownership of specific objectives as the revised plan has progressed. No longer is this Town Plan a document written by the Planning Commission that is then delivered to the legislative bodies for comments and approval as soon as it is completed. We believe this year's more inclusive and holistic process to update the Town Plan, a process that included the Village Trustees for the first time in recent memory, has created more buy-in for what needs to be done and hopefully more action towards that aim.

With any implementation plan, priorities must be set. It is the current consensus amongst the Planning Commission, Selectboard and Village Trustees that finding new land to zone for business use should be the first zoning change once the Town Plan is finalized. Given the handful of medium-size businesses that are currently looking to expand in, or relocate to Morrisville, deciding what new land should be commercially zoned is of paramount importance. Not doing so would contravene the Economic Development Chapter of the Town Plan, which calls for "new opportunities to improve our existing businesses and any new businesses interested in locating in Morristown."

Once it is decided what new land should be zoned for business purposes, the Planning Commission should immediately begin work on a revised planned unit development bylaw that encourages the principals championed by conservation subdivision design. One of the foremost design considerations of Morristown's conservation subdivision bylaw should be the avoidance and permanent protection of prime agricultural soils during the residential development process. If the Planning Commission formulates such a bylaw without prime ag protections contained therein, there is little hope of satisfying condition 9 of Morrisville Water and Light's sewer plant permit under ACT 250.

After the Planning Commission adds new commercially zoned land and re-imagines the existing subdivision bylaws so the process functions more like a planned unit development based on the tenets of conservation subdivision design, the Commission should turn its attention to other objectives in the Town Plan that deal with land-use. As an example, the Commission should look at what zoning changes are needed as the Morrisville Truck Route construction nears completion, such as rezoning the residential sections of Bridge Street that will become the primary gateway to downtown Morrisville. The Commission should also study how it could best protect and enhance the existing character of the Morristown Corners and the Cadys Falls village areas by introducing bylaws that are more nuanced than the Rural Residential Agricultural zoning currently in effect in both villages, which has a two-acre minimum lot size requirement that bears little resemblance to the historic development pattern in these two areas.

It is important to note that the Town Plan is a living document that may be updated sooner than the five-year minimum required by State statute. As economic and environmental dynamics change, updates and small changes to the overall plan may be necessary at times. The Planning Commission believes that it should be prepared to change the overall Town Plan or the implementation thereof as situations merit. It is the Commission's hope that this flexibility will lead to a more robust Morristown when the Town Plan is required to be updated again in the year 2018.

Development Concerning Development Trends & Adjacent Municipalities

Currently, there seems to be a tangible upswing in the local Morristown economy. Morristown is lucky to have a number of proposed projects that would have anywhere from an incremental to a profound impact on the local economy. A sampling of the proposed projects that represent development trends are as follows:

1. interest in reclaiming industrial property by the Oxbow Park for larger scale residential housing projects;
2. the development of various vacant parcels of land that will now be given visibility by the under construction Morrisville Truck Route;
3. the continued expansion of Morristown's art nonprofits;
4. the proposed addition of a second brewery to Morristown;
5. the construction and rehabilitation of the Lamoille Valley Rail Trail that will provide new access and opportunities and to existing properties along its right away and Morrisville's downtown business district;
6. the recent addition of tourist friendly businesses that will bring visitors from Stowe to Morristown;
7. the ongoing effort to locate a food co-op in downtown Morrisville;
8. the redevelopment of the Arthur's Block on Lower Main Street; and
9. the redevelopment of the Morrisville Water & Light gristmill and creamery on A Street.

While none of the above projects, with the potential exception of the conversion of Morristown's industrial riverfront by the Oxbow Park into dense residential housing, are large enough to impact the Town's economy on their own, the sum of the proposals should provide for years of solid, diverse and sustainable growth. It is critical that Morristown lends whatever assistance it has at its disposal to ensure that the aforementioned projects, as well as any new projects that further the goals of the Town Plan, become a reality.

The true benefit of the aforementioned projects is that the underlying development trends thereof are in lockstep with the goals, priorities and the objectives of Morristown's Town Plan. Much of the development proposed for Morristown is in-fill, mixed-use and smart growth that makes prudent use of existing Morrisville Water & Light services and also invigorates the core of downtown Morrisville. The proposed development of vacant parcels of land being given visibility by the Morrisville Truck Route, reinforces the uptown section of Morristown as a regional hub for jobs, commerce and business growth. The confluence of this new economic activity bolsters the started goals in the Town Plan's Economic Development Chapter that call for "a diverse economy and retaining Morristown's status as the commercial and industrial center of the region." Morristown's status as a regional job center also assists some of the

surrounding municipalities Town Plan goals, as well as the regional plan for the county, to remain rural and undeveloped.

Aside from its growing business districts, Morristown's Town Plan reinforces the existing rural character outside the Village by ensuring the continued existence of the agricultural and open land therein. The Town Plan's vision for a compact Village core and uptown business area surrounded by rural and agricultural countryside mirrors the goals of the State's Planning and Development Act. This vision also meshes well with the municipal plans for Morristown's surrounding municipalities. None of the surrounding municipalities have plans that call for anything other than the existing agricultural and low density residential development uses of land that border Morristown. This fact, coupled with Morristown's plan for similar rural and agricultural areas on the outskirts of Town, ensures that the existing miles of unbroken countryside between villages in Lamoille County will remain intact for the foreseeable future.

Goals

Morristown has the potential to provide energy for residential and light industrial uses from local renewable resources, including wood, hydro, wind and solar. Our goal is to encourage the protection and use of these resources while reducing reliance on outside non-renewable resources through efficiency and conservation. Local renewable energy generation keeps money in the local economy. Energy plans generally group discussions into three areas: electricity, heating and transportation. This plan will examine the current and potential sources of energy within each of these sectors. However, it is important to note that energy efficiency (i.e. cutting down on energy usage) is the greenest and most cost effective “fuel” on the market.

Electricity

Morrisville Water & Light (MW&L) provides electric utility service in the Village and the eastern and central portion of the Town. The Department has three hydroelectric power generation plants: Cadys Falls Dam constructed in 1906 with two generators; Morrisville Dam constructed in 1924 with two generators; and the Sanders Plant at the Green River Reservoir in Hyde Park with two generators. The Green River Dam was constructed in 1946. MW&L has invested over \$2,000,000 in upgrades to increase the energy produces from this renewable resource.

A current concern of MW&L is the cost incurred for relicensing the plants and conditions placed upon the operation of the hydro plants by Federal and State regulators that reduces the power these plants can generate. These hydro plants currently meet 25% of MW&L’s total power needs from a clean, local renewable resource. MW&L has demonstrated it is a good steward of the Lamoille River by balancing the needs of producing power with the recreational needs of the community. Conditions placed on these plants that reduces the power produced requires MW&L to buy power from other more expensive resources and puts upward pressure on the rates MW&L needs to charge its customers.

Other potential sources of local renewable electricity include solar, wind and cogeneration (wood burning). Initial findings indicate that Morristown does not have sufficient locations with enough reliable wind to generate wind energy in a profitable manner, but locations may exist in Town where homeowners may be able to generate power for personal use or net-metering³. Morristown supports the generation of residential scale wind power, but is opposed to wind power that is not net-metered, which often referred to as “utility scale” wind. As wind power facilities are constructed elsewhere in the state, Morristown supports MW&L negotiating a power purchase contract therefrom to contribute to MW&L’s portfolio of renewable purchased power, provided that the price is commensurate with conventional power.

³ Vermont law defines net metering as measuring the difference between the electricity supplied to a customer and the electricity fed back by a net metering system (which is a small generating system that meets certain specified criteria) during the customer's billing period. In practice, net metering allows the owners of certain small electric generating systems to receive credit for the electricity produced by those systems, above what the owners consume on the premises.

MW&L has seen relatively flat load growth over the past 5 years and that trend is expected to continue for the next 5 years. The amount of power generated locally remains relatively fixed, but is subject to minor fluctuations caused by dry and wet years. If the demand for electricity increases with a rebound in the world and local economy, Morrisville can expect to purchase an increasing proportion of its power from outside sources.

While all power sources have some environmental concerns, the sources of electricity generation for MW&L (whether generated locally or purchased from NEPOOL) are generally not fossil fuel based. Hydro power from Hydro Quebec contributes 35% of the power used locally. In addition, power from a landfill project in Fitchburg, Massachusetts and the McNeil wood-burning Generating Facility in Vermont accounts for another 25%. The remaining providers account for only a small portion of the portfolio. While individuals may have concerns with landfill gas, or McNeil because of its air emissions, neither of the facilities use fossil fuels.

Demand for electricity from MW&L has generally been flat since 2000. While the number of hookups has increased gradually over this same time period, the average amount of power per hookup for residential uses has decreased due to efficiency improvements and conservation. This trend should alleviate some of the demand for new energy from MW&L. In 1988 the average residential unit consumed 562 kWh of power. By 2001, this figure dropped to 529 kWh of power per residential unit- a decrease of 5.9%. In 2012, the average residential unit consumed only 488 kWh.

Heating

The heating of homes and businesses is an important sector of energy plans, especially in northern Vermont. The main sources of heating fuel used in the Town & Village are oil, propane, electricity and kerosene. The majority of homes will probably continue to heat with oil until other sources become more economical. Because natural gas is cleaner and likely to be more affordable than oil for the foreseeable future, its absence in the local energy portfolio is notable. Morristown therefore supports efforts to bring natural gas into the community in an environmentally sensitive manner to add to the area's portfolio of clean and cost-efficient heating fuels for businesses and homes.

Residences with electric resistance heating add substantially to MW&L's total power costs by raising peak demand and increasing transmission expenses. MW&L is installing some smart electric meters that provide hourly usage records and MW&L is investigating rate tariffs to allow customers to save on heating costs by taking advantage of using electric resistance heating during off peak hours. Customers without time control on electric heat resulting in high energy use are billed on a higher demand rate.

A local renewable energy source for home heating that is growing in use is wood. Efficiency improvements in pellet boilers and the maturation of the pellet supply are encouraging for increasing local energy production and use. Solar power has been demonstrated to effectively heat water and be used for net-metering purposes. Morristown should provide

information and encourage households and businesses to explore using alternative energy sources, especially the use of roofs and lawns for the installation of solar arrays. Morristown should also evaluate if instituting something similar to a Property Assessed Clean Energy (PACE) program, makes financial sense for the Town and its residents.⁴

While heating with non-renewables may be more convenient than wood, many residents are finding that woodstoves reduce the amount of fuel oil or propane used and therefore cut their heating bills. Residential buildings can also save energy by installing more efficient heating, improving insulation, replacing inefficient appliances with newer *Energy Star* models, and by taking advantage of design techniques like clustering and solar orientation.

Transportation

Personal transportation requirements constitute the largest share of a family's energy costs. Energy demand for transportation can be influenced by the location and type of roads, the convenience of services and facilities, the placement of new residential development and the route coordination for things like school buses and even trash hauling. Transportation is largely powered by fossil fuels (gasoline or diesel) and will continue to be so for the foreseeable future. The key to making improvements in transportation is with energy efficiency: by driving less, using more efficient vehicles, carpooling, using public transportation and cycling or walking. It should be noted that both the Town and local school system have municipal/school vehicle no-idling policies, which help to conserve fuel and benefit public health.

Much like personal transportation expenses, transportation expenditures on road maintenance account for the largest share of the Town's energy costs. For example, the Morristown Highway Department spent \$131,920 on fuel in fiscal year 2011/2012. During fiscal year 2005/2006 Morristown Highway Department spent \$85,106 on fuel. This 65% increase in fuel costs over a relatively short time period may not be sustainable. Overall, Town departments spent \$161,944 on fuel for transportation in fiscal year 2011/2012. This amounts to a gas/diesel bill of \$443.68 per day or a \$29.44 per resident per year. As growth in the Town reaches into more remote areas and the Town takes on maintenance of an increased number of roads, the usage of gasoline and diesel to provide services and road maintenance will continue to rise. Coupling the Town's significant fuel use with the ever increasing cost of gasoline/diesel, Morristown should make fuel efficiency a one of the leading components in the decision-making process when municipal vehicles are purchased. In addition, the Town the Village and the schools (Village and school fuel use is not included above) should investigate ways to reduce any redundancy in terms of vehicles, trips and gasoline usage. Morristown should continue to work with the Village Trustees to evaluate if further merger of the two municipalities would lead to greater energy savings through consolidation and economies of scale. The

⁴ PACE legislation allows municipalities to offer bonds to investors where the proceeds are used to finance loans to citizens and businesses for a renewable energy installation (commonly solar panels). These loans are attached to the property and repaid over the assigned term of the loan (typically 15 or 20 years) via an annual assessment on the property tax bill, thereby eliminating the upfront financing hurdle to clean energy.

Morristown Selectboard should also evaluate if installing a no idling policy on non-emergency Town vehicles would help curb the rising use and cost of gasoline.

Municipal Facilities & Services

Public facilities also require significant expenditures of tax dollars for energy. The cost of heat and electric for buildings that house Town departments was \$104,869 in fiscal year 2011/2012. The Town and Village garages use a combination of wood and oil heat. All other facilities are solely dependent upon oil for heat. Morristown should evaluate conservation, efficiency and renewable energy options to slow down or reduce the rate of energy consumption in public buildings.

Street lights were formerly under the Village authority but have been transferred to the Town budget. The Town recently worked with MW&L to install LED bulbs in the streetlights on Portland Street and Bridge Street. LED bulbs are brighter, provide better light, require much less energy and have a significantly longer lifetime than the bulbs in streetlights elsewhere. In 2005-06, street lights cost Town tax payers \$27,249. The cost to power the street lights has increased to \$35,836 in fiscal year 2011/2012. The Town should continue to work with MW&L to retrofit the existing street lights with LED bulbs in the coming years.

Overall, the Town spent \$266,813 on energy in fiscal year 2011/2012 (electricity, heating and transportation). These high energy costs represent a significant part of the Town's yearly expenditures, which has the added effect of complicating the budget process due to the price swings inherent in the energy market. The Town's daily operating energy costs of \$731, or \$49 per resident per year need to be evaluated for cost savings. As a minimum, Morristown should ensure that future heating decisions for municipal buildings result in a more diversified energy portfolio so the Town budget is not a closely linked to oil prices.

Policies

Morristown supports all efforts to improve energy efficiency, as using less energy is the greenest and most cost effective "fuel" on the market.

Morristown supports efforts to further weatherize its housing stock to reduce the demand for outside power.

Morristown supports efforts to install electrical vehicle charging stations.

Morristown fully supports the generation of power locally through hydroelectric stations. Any effort from groups or individuals to decommission and remove dams from any sites in Town or any facility operated and maintained by Morrisville Water and Light will be strongly opposed.

Morristown supports the generation of residential scale wind power, but is opposed to wind power that is not net-metered, which often referred to as "utility scale" wind.⁵ Otherwise the

⁵ Utility scale wind for the purposes of this chapter means any wind energy installation that cannot be net-metered because it produces more than 100 kilowatts of power.

Town encourages the development and use of residential solar, geothermal and other renewable energy sources.

Morristown supports MW&L giving preference to negotiating power purchase contracts from renewable resources, provided that the price there for is commensurate with conventional power sources.

Morristown supports efforts to bring natural gas into the community in an environmentally sensitive manner to add to the area's portfolio of clean and cost-efficient heating fuels for businesses and homes.

All outdoor lighting, including municipal streetlights and private parking areas, shall be shielded in order to reduce light pollution and to allow for lower wattage LED bulbs.

Morristown supports increased availability of local pedestrian and bicycle paths.

Objectives:

Morristown should provide information and encourage households and businesses to explore using alternative energy sources, especially the use of roofs and lawns for the installation of solar arrays.

Morristown supports Morrisville Water & Light's desire for greater solar energy production in Morristown, as peak solar production typically takes place when the local hydro production is less robust.

Morristown supports the use of propane, bio-fuel, wood pellets and other alternative fuel resources because the Town is more secure when its energy portfolio is more diverse.

Morristown should evaluate if instituting the Property Assessed Clean Energy (PACE) program, or something similar, makes financial sense for the Town and its residents.

Morristown should make fuel efficiency one of the leading components in the decision-making process when municipal vehicles are purchased.

The Town and the Village should further investigate ways to reduce any redundancy in terms of vehicles, trips and gasoline usage, including further consolidating Village and Town operations if possible.

Morristown should continue to work with the Village Trustees to evaluate if further merger of the two municipalities would lead to greater energy savings through consolidation and economies of scale.

The Morristown Selectboard should evaluate if installing a no idling policy on non-emergency Town vehicles would help curb the rising use and cost of gasoline.

Morristown should evaluate conservation, efficiency and renewable energy options to slow down or reduce the rate of energy consumption in public buildings.

The Town should continue to work with MW&L to retrofit the existing street lights with LED bulbs in the coming years.

Morristown should ensure that future heating decisions for municipal buildings result in a more diversified energy portfolio so the Town budget is not so closely linked to a single fuel source.

The Zoning Administrator should make information available regarding energy efficient home location and weatherization design when permits are issued and recommend that builders/developers check with utilities for energy standards and conservation recommendations.

Morristown's zoning and subdivision regulations should protect access to renewable energy resources in site plan review process.

Ensure that the zoning bylaws accommodate outdoor wood boilers (that meet State air quality requirements), wood pellet furnaces and other alternative energy adaptations as they become more feasible.

Morristown should support sustainable logging practices on our Town lands, as well as State lands that fall within Town borders. Such practices would include selective cutting, strip and patch cuts of varying sizes to assist wildlife habitat that relies on young forest growth and to provide local sustainable wood fuel for pulpwood, firewood and wood pellet byproducts.

Goals:

Provide for orderly residential growth that maintains the character of existing neighborhoods, allows for ample green space and is compatible with physical capacities of land and existing facilities and services.

Offer options for residential development which accommodate the various ages, income levels and housing preferences of Morristown's diverse population.

Increase the level of homeownership in the Village.

Population Growth

Morristown showed relatively slow population growth over the last two decades. Recent statistics and local permitting suggested that this trend will continue for the foreseeable future. The future demand for housing is dependent upon many factors of local and regional origin. Some of the current housing demand in Lamoille County is actually the result of housing shortages in Chittenden County. A significant number of zoning permits for new houses in recent years have been for vacation homes. Morristown can strengthen the community and economy through orderly residential development that satisfies housing demand from within, from Chittenden County and for vacation homes, while maintaining and enhancing the goals of this plan.

Housing Diversity

An important aspect of Morristown's goal for housing is to have a variety of housing types available. This is important because people's housing needs change over time: renting when younger, owning a starter home or condo after entering the labor force, buying a bigger home to accommodate for the birth of children and downsizing when individuals retire. Having a variety of housing options means that residents can remain in Morristown as their housing needs change over time.

Special-Needs Housing

Within every community are individuals and families that have special housing needs. The elderly and families with children living in poverty are examples of groups with special housing needs that are found in most communities. The disabled or infirm may also require special housing arrangements. Morristown's current zoning supports the care of children via the Family Child Care Facility and Day Care Facility uses in accordance with State statutes. A final category special housing is group homes or institutional care. Living arrangement such as nursing homes, group homes and homeless shelters also fall into this category. We support all of the aforementioned forms of housing in Morristown. Our zoning shall continue to treat the permitting of group homes in the same manner as single-family homes are permitted.

Owned vs. Rented Housing

As stated in the goals that began this chapter of the Town Plan, it is desirable to increase the level of homeownership in Morrisville. Morrisville, contrary to Morristown and the rest of the county has a disproportionately large share of non-owner-occupied housing units. According to the 2010 Census, 52.4 percent of housing units are rentals in Morrisville, versus 34 percent of the housing units in Morristown and 31 percent of the housing units in Lamoille County. It is desirable for Morrisville to have more owner-occupied units than rental units, which is not presently the case. Since this data was first sampled in the year 2000, the percentage of renter occupied housing units in the Village has decreased only slightly (from 54.3 percent). The Planning Commission should evaluate strategies and zoning changes that would result in increasing the level of homeownership in Morrisville.

Housing Costs

The cost of housing directly impacts the quality of life in Morristown. When the cost of housing remains reasonable, residents have more expendable income to spend at local restaurants and businesses. Employers are also sensitive to housing costs. High housing costs place upward pressure on wages. With less upward pressure on wages, locally produced items are more competitive in outside markets. This is why the availability of affordable housing has been identified as a factor in attracting business and industry to the area. Additionally, the type, size and ownership arrangements associated with housing are determinate in whether young families, retirees and individuals with special needs have the ability to live in our community.

The cost of purchasing a home becomes unaffordable when it exceeds three times the yearly household income. The median household income in Lamoille County according to the 2010 Census was \$52,232. A median sales price of \$188,000 per dwelling unit in Morristown during 2011 was determined from property tax transfer records. This means that a home in Morristown with a sale price of \$156,696 is at the upper level of affordability for someone earning the county median income. The balance between median income and median sales price has been tenuous in recent years. The current gap of \$31,304 between the median home sale price in Morristown and three times the median county income means that owning a house in Morristown is currently not considered affordable.

Rent is considered unaffordable when it is more than 30% of annual income. Given the county median income of \$52,232, a yearly rental rate of \$15,670 and a monthly rental rate of \$1,306 represent the maximum rent levels to be considered affordable. As in the 2008 Town Plan, rent continues to be affordable in both Morristown and Morrisville.

Methods to Increase Affordable Housing

Municipalities have limited opportunities to impact affordable housing. Morristown must take care to ensure its regulations do not drive up the cost of housing by limiting supply, requiring

overly large lots or by making the permit process less predictable. Per State and Federal law, the Town must ensure that Fair Housing Laws are upheld and local zoning does not discriminate against accessory apartments, group homes, mobile homes, mobile home parks, multifamily housing and similar housing arrangements that are typically more affordable. Morristown supports the use of offering limited density bonuses in its zoning bylaws to make housing more affordable. An example of such a density bonus would be amending the zoning bylaws to allow density bonuses for the creation of ownership based affordable housing in the Village.

Morristown also supports enacting zoning that encourages greater use of planned residential developments (or PRDs). PRDs can make housing more affordable by saving the developer money by reducing the amount of land that needs engineering and correspondingly reducing the amount of infrastructure needed for the subdivision. The savings during development can be passed along to the homebuyers, who will also be able to enjoy a more affordable home situated next to permanently protected open space. Morristown supports changes made to its zoning that encourage PRDs as opposed to conventional subdivisions.

Recent zoning changes made to the Village's Central Business District have encouraged the creation of more affordable housing in the downtown. The reuse of historic apartments above existing storefronts in the downtown to provide housing that is affordable and convenient is encouraged. This type of housing is currently desired by both young professionals and elderly citizens looking to downsize and relocate close to Town services.

Policies:

Morristown supports orderly residential development that satisfies housing demand from within, from Chittenden County and for vacation homes, while maintaining and enhancing the goals of this plan.

Morristown supports having a variety of housing types available for its residents as their housing needs change over time.

Morristown supports infill housing projects, including the utilization of second and third floors in downtown buildings.

Accessory Apartments are encouraged as they provide affordable housing and needed income for homeowners.

Planned Residential Developments (PRDs) are encouraged as a means to provide housing that can be more affordable, as well as ensuring the permanent protection of open space.

As exemplified by PRDs, Morristown encourages land use patterns which are inherently more affordable due to the utilization of shorter access roads, smaller lots and reduced infrastructure.

Morristown supports changes made to its zoning that encourage PRDs as opposed to conventional subdivisions.

Morristown supports the creation of affordable ownership housing in the Village.

Morristown supports efforts to increase senior housing in the Village.

Morristown supports efforts to assist elderly and disabled residents who wish to remain in their own homes and the community based health care systems that enable this.

Morristown supports efforts to provide transitional housing to assist homeless individuals and families.

Morristown supports mixed use zoning where commercial, residential and other uses can exist in close proximity.

Objectives:

Morristown believes that the conversion of large Village homes into residential units (often with absentee landlords) is undesired. The Planning Commission should look for ways to encourage property owners to live in the Village.

The Planning Commission should amend the zoning bylaws to allow density bonuses for the creation of ownership based affordable housing in the Village.

The Planning Commission should review the zoning bylaws to ensure that mobile home parks are being treated in the same manner as conventional housing.

The Morristown Alliance for Culture and Commerce (MACC) should source all available grant opportunities to promote housing and business growth in the downtown, while ensuring that the historic building stock therein is preserved and improved.

The Planning Commission should work towards merging some of the closely related zoning districts in the Village to improve permitting predictability.

Goal:

Morristown should strive to maintain a balanced and diverse economy that provides rewarding job opportunities at a livable wage.

Morristown should strive to remain as the commercial and industrial center of the region.

Open new opportunities to improve our existing businesses and any new businesses interested in locating in Morristown.

Employment

As a job center, Morristown was host to 33.5%⁶ of all Lamoille County jobs in 2010. This percentage has not changed significantly over the past 20 years. The number of jobs in Morristown has increased from 2,659 (1991) to 3,226 (1996) to 3,555 (2001) to a peak of 3,861 (2006) and settling to 3,578 jobs⁷ (2011).

Morristown's employers in 2006 paid a higher than average county wage of \$29,876. Wages increased by 18% between 2001 and 2006 and increased by 48.6% since 1996. Across the County, wages increased 22% from 2001 to 2006 and 49.7% since 1996. In 2010, the annual wage across Lamoille County increased to \$32,057⁸, while Morristown's annual wage increased to \$34,569⁹.

Unemployment

According to the 2000 Census Morristown's unemployment rate was 2.3%, which was significantly down from the 1992 Vermont Department of Employment and Training (DET) figure of 9.9%. In 2005, DET estimated Morristown's unemployment rate at 3.5%. After the great recession, Morristown's unemployment rate stood at 7.4%¹⁰ in 2010, compared to a countywide unemployment rate of unemployment rate of 6.4%¹¹ in 2011.

Factors Affecting Economic Development

Morristown's role as a regional economic center ensures that it cannot function in isolation from the surrounding communities. This interdependence must be recognized and steps should be taken to coordinate regional economic activities. As a job center, Morristown provides employment for a wide area. This position within the regional economy creates advantages

⁶ <http://www.vtlmi.info/profile2012.pdf>

⁷ <http://www.vtlmi.info/profile2012.pdf>

⁸ <http://www.vtlmi.info/profile2012.pdf>

⁹ <http://www.vtlmi.info/indareanaics.cfm>

¹⁰ <http://www.vtlmi.info/Labforce.cfm?qperiodyear=2010&qreatype=12&qadjusted=Y>

¹¹ <http://www.vtlmi.info/profile2012.pdf>

for the local population, as well as increased demands upon local infrastructure and services. Morristown should strive to remain as the commercial and industrial center of the region. To further this goal, the Morristown Selectboard should investigate developing a new industrial park in existing business zones, with the industrial park being Town owned if necessary.

Infrastructure

Prior to a 2007 bond, adequate sewer infrastructure was limited in Morristown. Wastewater infrastructure is essential to support economic activities. Thanks to the recent expansion, Morrisville Water and Light's sewer plant now has capacity for generations of expected growth. However, while the sewer plant has ample capacity, the utilization of this capacity may be hampered by the existing processes to extend sewer water or electrical service. The Morristown Selectboard should work with the Morrisville Village Trustees to establish a more straightforward and predictable process to extend infrastructure. With recent projects such as the new sewer line to Hearthstone and the new sewer line down Harrel Street to the industrial uses thereby, it is abundantly clear that investment in infrastructure can result in direct and immediate investment by businesses that grow jobs in Morristown.

The local transportation network also has been a drawback for businesses and industries requiring truck access. This problem will largely be ameliorated when the Morrisville Truck Route is completed in 2014. It is recommended now that the truck route is nearing completion that planning for associated transportation improvements, like making the downtown more pedestrian friendly, begin in earnest.

The Lamoille Valley Rail Trail, which should begin reconstruction in the summer of 2013, is often an overlooked piece of transportation infrastructure in terms of its economic development potential. The fact that Morristown is the only town to have the rail trail so prominently cut through its downtown provides the businesses in the Village with a tremendous opportunity. Morristown should look to capitalize on the soon to be increased traffic on the rail trail by strengthening physical and visual connections from the rail trail to Portland and Pleasant Streets.

Land Use

After the construction of the truck route, trucks will be able to enjoy a straight and unobstructed route through Morristown. Village businesses will be able to take advantage of a more pedestrian-oriented environment conducive to leisurely shopping and friendly local commerce. However, many local residents worry that development at truck route intersections with Route 100 and Route 15 will increase the draw of commercial traffic out of the Village. This threat must be addressed through explicit definition of commercial activities appropriate to different areas of Town and a concerted effort to enhance the Central Business District to make it a pleasant and convenient place for locals and travelers. Adding protections or additional allowances to the Central Business Zone to differentiate it from the uses allowed uptown is a zoning treatment that should be evaluated to further this goal. The zoning

bylaws should also be further refined to attract the manufacturing businesses that rely on tourist visits to drive sales in areas zoned for business. The Airport Business zone may also be a viable location for these businesses due to its proximity to Stowe.

Another area of concern expressed in Town regarding land use is the amount of land available for non-residential uses like commercial and industrial development. While statistically there appears to be adequate land available, much of the available land is owned by a few private entities. New businesses trying to locate in Town have sometimes been forced to locate in surrounding towns due to a dearth of land for sale that is zoned for business. Opening new land for commercial and industrial development will help ease this very important problem.

The Regulatory Environment

Both at the local and state levels, the regulatory environment affect decisions of businesses and industry as to where to locate facilities. The local permit process and its administration by local officials convey the community's attitude toward developers. If good jobs are important to residents and the community wishes to encourage the development of businesses and industries, then the Town's bylaws should reflect as such. The process, expectations and requirements must be explicit in the bylaws and be consistently applied. It is therefore recommended that when the Planning Commission drafts or revises zoning bylaws, that they are concise and explicitly stringent enough so that more development proposals can be treated as Permitted Uses.

Concerns Regarding Future Economic Development

The biggest economic concern identified in the 2008 Economic Development Chapter of the Town Plan was a lack of available land for new commercial and industrial development. This was felt to be true for all sizes of development. Small bookstores, general stores, professional offices, like engineers and lawyers and other startup companies, often only have the option to locate within the Village, which is expensive and can be discouraging to entrepreneurs. More options could be made available in the rural residential district by establishing new business zoning districts for Morristown Corners and Cadys Falls. Caps could be set on how big the uses therein can be so that the new businesses do not have a negative impact on the character of the area. The Planning Commission should study if directing this type of small development to these areas is more appropriate than the current allowance for a Home Business Use that may be allowed upon Conditional Use anywhere within Morristown. The more difficult question is where to locate larger commercial and industrial operations. The Land Use Chapter of this Town Plan attempts to deal with this larger question by suggesting that more areas for light industry and business office park zoning be created.

Child Care

Many employees in our region must have child care in order to be able to work. There is currently a shortage of licensed or registered care in Lamoille County. In particular, there is additional need for off-hour child care for working parents. Several efforts are underway to address this need and Morristown should support them where possible. Improving our local child care strengthens our economic opportunities by removing obstacles to valuable members of our labor force.

Policies:

Morristown promotes a balanced local economy with a mixture of commercial, retail and industrial activities of different sizes and types in order to provide stable employment for the local population.

Recognizing that housing and day care are vital to employees and businesses, Morristown promotes affordable day care and affordable housing opportunities.

Morristown supports and encourages projects that add to the vitality of the downtown area, making it a destination for both residents and tourists.

Objectives:

The Morristown Selectboard should investigate developing a new industrial park in existing business zones, with the industrial park being Town owned if necessary.

Village, Town officials and departments should continue to work together to analyze the current condition and capacity of infrastructure and its ability to serve additional development.

The Morristown Selectboard should work with the Morrisville Village Trustees to establish a more straightforward and predictable process to extend infrastructure.

Now that the truck route is nearing completion, planning for associated transportation improvements, like making the downtown more pedestrian friendly, should begin in earnest.

The potential downsides to the completion of the truck route must be addressed through explicit definition of commercial activities appropriate to different areas of Town and a concerted effort to enhance the Central Business District to make it a pleasant and convenient place for locals and travelers.

When the Planning Commission drafts or revises zoning bylaws, they should be concise and explicitly stringent enough so that more development proposals can be treated as Permitted Uses.

Morristown should evaluate developing the capital budget and program to plan for future infrastructure needs of the entire Town.

Morristown should look to capitalize on the soon to be increased traffic on the rail trail by strengthening physical and visual connections from the rail trail to Portland and Pleasant Streets.

The Planning Commission should evaluate zoning bylaws that add protections or additional allowances to the Central Business Zone to differentiate it from the uses allowed uptown.

The zoning bylaws should also be further refined to attract the manufacturing businesses that rely on tourist visits to drive sales in areas zoned for business.

The Planning Commission should evaluate forming small village scale business districts for Morristown Corners and Cadys Falls that would simply allow the small businesses already in existence the ability to conform to zoning. The Commission should study if directing this type of small development to these areas is more appropriate than the current allowance for a Home Business Use that may be allowed upon Conditional Use anywhere within Morristown.

Natural Resources

Goals:

Protect Morristown's land resources in order to maintain an adequate land base to sustain farming and forestry operations and to secure needed supplies of sand, gravel and other earth resources for the benefit of existing and future generations.

Preserve Morristown's water resources, including its lakes, ponds, streams, rivers, wetlands, groundwater and associated habitats.

Improve any degraded water resources in order to ensure water quality for drinking, recreation and the environment.

Protect and maintain in a healthy condition the following resources: natural areas, fragile areas and areas with significant ecological value, including wetlands, uplands and critical plant and animal habitat.

Land Resources

The physical features and natural resource base of an area provide the backdrop for virtually all the activities of local residents and travelers. Natural resources offer economic opportunities, recreation and scenery. They also set physical limits to where development and human activity can take place. The largest determinant to where development should and should not take place is the underlying soil quality of that area. For example, soils vary widely in their permeability and absorption rates for water and load-bearing capability. According to generalized mapping and analysis, Morristown contains many acres of soils that present severe limits to development. These soils are incapable of supporting on-site septic systems and are subject to flooding, erosion or drainage problems. In many cases any one of these factors may be overcome with special development techniques, but the more limitations found on a site, the less development is generally possible. The Soil Limitations Map found at the conclusion of this chapter identifies areas where development may need special construction or where soils and topography prohibit responsible development.

Morristown also has substantial areas with soils considered good and prime for agricultural production. These soils are mainly located along the Lamoille River floodplain and along and to the east of Route 100. Prime and good agricultural soils are illustrated on the Earth and Soil Resources Map and the Agriculture Value Map found at the conclusion of this chapter. The Earth and Soils Resources Map shows productive forest soils, as well as primary and statewide agricultural soils, as defined by the USDA. The Agricultural Value Map is very similar, but these are the soils used by Act 250 for regulatory purposes. The Town's zoning bylaw currently contains certain protections for prime ag soils. This zoning should be strengthened in areas where farming remains viable.

Topography

The slope of the land, with its hills, ridges, valleys and plateaus imposes a natural order to land use. The Town's elevation ranges from about 530 feet where the Lamoille River flows into Johnson, to about 3,700 feet in the Sterling Range close to Morristown's western border. Slope conditions, the steepness of the land measured in number of feet of vertical rise over 100 feet of horizontal distance, are a major factor in determining the land's capacity for use and development. The Natural Resources Conservation Service provides the following general guidelines for assessing slope limitations:

0-3%	Suitable for development, but may require drainage improvements
3-15%	Most desirable for development, least restriction
8-15%	Suitable for low density housing on large lots with some consideration for erosion control and runoff
15-25%	Construction costly, erosion and runoff problems are likely, unsuitable for on-site sewage disposal
25%+	Avoid all construction

Morristown's Land Limitations Map found at the conclusion of this chapter illustrates topography throughout the Town. However, the capacity of any particular site must be evaluated by considering the interaction of slope with other features such as soils, vegetation and the proposed land use. The Planning Commission should evaluate potential regulations that prohibit structures being placed on lots where the average elevation is greater than 15%.

Water Resources

Morristown's brooks, streams, rivers and ponds are important elements of the local landscape. They provide recreation and offer pleasant sounds and sights for both locals and tourists. They also provide drainage for adjoining lands and contribute to groundwater recharge which supplies drinking water. Water quality, fish and wildlife habitat, scenic values and recreational experiences can be adversely affected by land uses in the river corridor or along shorelines, especially when the natural vegetation is disturbed.

Morristown is lucky to have many lovely rivers and streams that traverse its landscape. Principal among these waterbodies, the Lamoille River flows from east to west across the northern part of Morristown for about nine miles. Nearly every stream and Brook in Morristown flows into the Lamoille Drainage Basin. The only waterbody in Morristown that does not contribute to the Lamoille Drainage Basin is Sterling Brook, which flows into Little River and ultimately into the Winooski River Drainage Basin.

Agricultural runoff and soil erosion from development are identified threats to water quality, especially in the segment of the Lamoille River from Hardwick to Lake Lamoille. One of the best ways to protect streams and rivers is to require buffers and setbacks from their banks. Riparian vegetation holds soil in place, provides shade to keep water cool, treats stormwater runoff before it enters the waterway and provides habitat for a variety of plants and animals. Generally a 50-foot buffer is adequate to protect water quality with a 100-foot setback for structures. This may not always be possible in urban areas such as Morrisville, but in rural areas these standards should be required. Morristown's zoning currently does not require buffers, although a 50 foot setback from certain named waterbodies is required for structures. The Planning Commission should evaluate if strengthening the existing Shoreline setback to include buffers should be expanded to all mapped wetlands. The State also recommends the adoption of shoreland regulations for any waterbody with a surface area greater than 20 acres. Shoreland regulations are recommended for all lands within 100 feet of the Mean Surface Level. Morristown has not adopted such regulations and they should be considered by the Planning Commission for Lake Lamoille when the bylaws are updated.

Flood Hazard Areas

Floodplains are land areas under or adjacent to waterbodies that are subject to seasonal or periodic flooding. These areas store runoff during heavy rains and spring thaws, thus slowing the velocity of water flowing downstream. Gradual release of stormwater minimizes erosion, stream bank scouring and downstream flooding. Floodplains also provide important recreational, agricultural, aesthetic, drainage and wildlife functions. The continuation of each of these functions requires consideration of the respective watercourses and their associated shorelines when designing for construction in their vicinity.

Floodplains are generally considered unsuitable for development for several reasons: potential danger to life and property, loss of flood water storage, effects on channel capacity and downstream communities and improper functioning of subsurface sewage disposal systems when there are high water tables. However, floodplain areas are usually prime agricultural land due to the highly productive nature of the soils and can serve as recreation sites such as parks and ball fields. Clearing of vegetation cover and constructing impervious surfaces, like roofs and parking lots, increases stormwater runoff (particularly at steep gradients). To ensure that existing flooding situations are not exacerbated by development, the Planning Commission should evaluate if new development should be required to not increase the volume or velocity of stormwater runoff. Channelizing and straightening streams should also be avoided, as this activity increases stream velocity and increases the risk of flood damage downstream.

Flood hazard areas in Morristown are associated with the entire length of the Lamoille River including Lake Lamoille, Boardman Brook (including Ward's Pond), Ryder Brook and portions of Kenfield and Beaver Meadow Brooks. The flood hazard areas are shown on the maps associated with this plan and are based on the Federal Emergency Management Agency's

(FEMA) Flood Insurance Rate Maps. The FEMA flood maps can be found in the Zoning Office. Morristown adopted flood hazard area zoning that regulates the use and construction of structures in the flood hazard areas. The Planning Commission should strengthen its flood hazard bylaw in the coming years to require freeboard for all structures in floodzones and prohibit the placement of new structures (except for dam structures owned by Morrisville Water & Light) in the regulatory floodway. Additionally, this update of the flood hazard area bylaws could address the aforementioned need for buffers from certain waterbodies and clarify what recreational and agricultural uses are desirable in the floodplain.

Water Quality

Water quality is an important concern for any community. Clean water is often overlooked as a valuable resource until something occurs that threatens the quality. Morristown, overall, has good water quality and the Town should work to ensure it continues to be clean into the future. As the regional economic center, Morrisville has more industrial sites and paved surfaces than most other areas in Lamoille County. Outside the Village, Morristown has many large farms and rural residential properties where septic systems lend concern to water quality. Correspondingly, Morristown has a greater number of threats to water quality than most other communities.

Stormwater runoff is the biggest threat to water quality in Morristown. New changes in State laws are requiring tighter regulation of this issue. A state stormwater permit is now required for any development creating one acre or more of impervious surface. It is up to the municipality to regulate development that disturbs less than one acre of land. Morristown presently regulates stormwater in its zoning bylaw. However, the existing stormwater zoning is seldom used and too complex for what is required on a typical site plan submitted to the Development Review Board. Addressing stormwater issues at the time of development is far easier than trying to go back and retrofit older buildings and parking lots. The Planning Commission should evaluate simplifying the existing stormwater regulations currently codified in the zoning bylaw, which should ensure that stormwater on sites less than one acre in size is given due attention by the Development Review Board.

The uptown area of Morristown has recently experienced stormwater problems. A study in 2012 showed that for the first time in this area, the total acreage of impervious surfaces from parking lots exceeded the total acreage of impervious surfaces from buildings. The Development Review Board should ensure that the extensive parking in Morrisville Plaza, Fairgrounds Plaza and Northgate Plaza receives additional stormwater treatment when any redevelopment takes place therein.

Groundwater

Groundwater is the source of over 90% of the drinking water for rural areas in Vermont. It is replenished through rain and surface water which percolates through the soil. Any activities that introduce contaminants directly into the ground (underground storage tanks, leach fields,

agricultural activities) can negatively affect ground water quality and drinking water reserves. Public Water Source Protection Areas (SPA) are surface and subsurface areas that serve as natural recharge, collection, transmission and storage zones for public water supply systems. The SPAs include a buffer, which incorporates the area through which contaminants are likely to move toward and reach the wells. The SPAs for local public water supplies are shown on the Water Resource Map that is included at the end of this chapter.

Wildlife Habitat

Vermont's deer live near the northern limit of White Tail Deer range. They require specific winter habitat to survive severe weather and heavy snow. Deer wintering areas have two features important for deer survival: shelter and food. The core area is usually made up of softwoods with southerly or westerly exposure, moderate elevation and minimal human disturbance. Here, snow depth is limited, winds are buffered and air temperature is higher. This shelter must be near an area of mixed forest to provide browse. In addition, the deer must have corridors that link the yards together and allow them to move between summer and winter habitat. There are five identified deeryards in Morristown, most located in the southern part of town. The fifth area is part of one of the State's largest. It starts in Johnson, runs through Morristown's northeast corner and continues all the way to Saint Johnsbury. The Selectboard should work with the Conservation Commission to support sustainable logging practices, including selective cutting, strip and patch cuts of varying sizes, on Town lands and State lands that fall within the Town's borders. The benefits of sustainable logging include bringing back our vanishing young growth from the mature canopy forest that has grown up on these properties. The mature canopy forest provides little browse and food for wildlife. Without employing sustainable forestry on Town lands, Morristown is restricting wildlife habitat.

Policies:

All development must be pursued with strict regards to the capacity of the soils to support it.

Erosion and sediment control is required on all construction sites. The *Vermont Handbook for Soil Erosion and Sediment Control on Construction Sites* should be consulted for minimum requirements (Vermont Geological Survey Publication).

All Shorelines, as defined by the zoning bylaws, should be identified on all proposed site plans and subdivision plats.

Development proximate to rivers, streams and wetlands must take place in such a way as to minimize or avoid crossing the water feature.

Morristown recognizes the value of Lake Lamoille as a natural resources area.

No development should occur within a flood hazard area, except in strict conformance with the flood hazard zoning bylaws. Agriculture, recreation fields, parks and open space are all appropriate uses of flood hazard areas.

No development should occur within the Wellhead Protection Area, except in strict conformance with the Wellhead Protection Area zoning bylaws.

No form of land waste disposal or storage of possible contaminants is permitted in a high water table and ground water recharge areas.

Agriculture and forestry should abide by accepted industry standards. Where an activity may have a negative impact on water quality, best management practices are recommended.

Stormwater technologies and techniques should be used to prevent runoff from directly entering any surface water.

Fragile and natural areas must be identified on and integrated into site plans and subdivision plats. Development within or proximate to designated natural areas should take place in such a way as to preserve their value for education, science, research, aesthetics and recreation.

Deer wintering areas must be protected from development and other uses that threaten the ability of the habitat to support the species. Commercial, residential and industrial development shall not occur in these areas. Development will be permitted adjacent to a deer wintering area only if it is demonstrated, in consultation with the Department of Fish and Wildlife, that the integrity of the area for deer habitat will be preserved.

Subdivisions and other developments should avoid fragmenting habitat. Core habitat areas and interconnected links (ex. wetland areas, rebrand zones, travel corridors) are to be preserved.

Rare, threatened and endangered plants and animals and their habitats will be protected and preserved through appropriate conservation techniques. Where appropriate, a buffer strip should be designed and maintained to ensure protection.

Morristown supports the acquisition of natural and fragile areas by the Conservation Commission.

Objectives:

A management plan for Lake Lamoille should be developed to improve the quality of the lake and determine where boating, swimming, fishing and other activities may be safely engaged.

A minimum vegetative buffer of 50 feet should be required for all Shorelines. Where possible, structures should be set back at least 100 feet from Shorelines in order to protect water quality, although exceptions to this policy within the Village are acceptable.

Consider having the Conservation Commission provide the Development Review Board assistance with project reviews that involve the loss or fragmentation of natural resources.

The Conservation Commission should consider purchasing properties or development rights within the flood hazard area to properly protect development in these areas.

The Planning Commission should evaluate if new development should be prohibited from increasing the volume or velocity of stormwater runoff.

The Planning Commission should consider creating a plan for the flood hazard area to address recreational opportunities, flood hazard protection and the possibility for implementing water quality measures.

The Planning Commission should strengthen its flood hazard bylaw in the coming years to require freeboard for all structures in floodzones and prohibit the placement of new structures (except for dam structures owned by Morrisville Water & Light) in the regulatory floodway.

The Planning Commission should pursue funding and technical assistance for detailed study of local groundwater sources and protection areas.

The Planning Commission should review zoning provisions for environmentally sensitive areas, including shorelines and wildlife habitat, to clarify definition, identification, goals and methods for protection.

The Conservation Commission should conduct a study of the fragile natural areas to determine what gaps exist in the conservation effort.

The zoning bylaw's current protections for prime ag soils should be strengthened in areas where farming remains viable.

The Planning Commission should study potential regulations that prohibit structures being placed on lots where the average grade is greater than 15%.

The Planning Commission should evaluate if strengthening the existing Shoreline setback to include buffers should be expanded to all mapped wetlands.

Shoreland regulations are recommended for all lands within 100 feet of the Mean Surface Level. Morristown has not adopted Shoreland regulations to offer additional protection to Lake Lamoille and such regulation should be considered by the Planning Commission when the bylaws are updated.

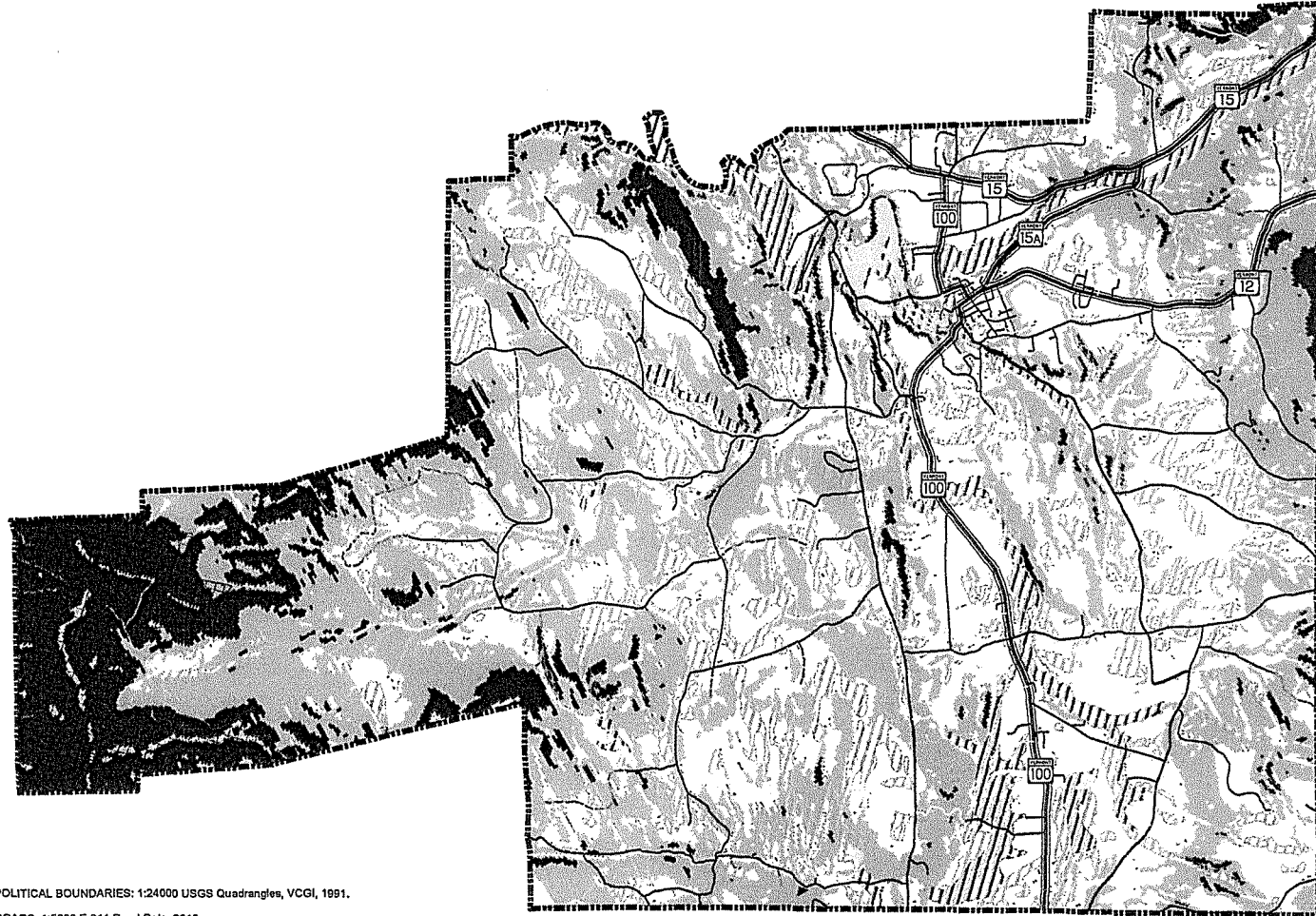
The Planning Commission should evaluate simplifying the existing stormwater regulations currently codified in the zoning bylaw, which should ensure that stormwater on sites less than one acre in size is given due attention by the Development Review Board.

The Development Review Board should ensure that the extensive parking in Morrisville Plaza, Fairground Plaza and Northgate Plaza receives additional stormwater treatment when any redevelopment takes place therein.




The Selectboard should work with the Conservation Commission to support sustainable logging practices, including selective cutting, strip and patch cuts of varying sizes, on Town lands and State lands that fall within the Town's borders to bring back our vanishing young growth from the mature canopy forest that provides little browse and food for wildlife.

Land Limitations Map




Morristown, Vermont
2013 Municipal Development Plan



Legend

-  100 Year Floodplain
-  Land Above 2,500'
-  Hydric Soils

Slope

-  0-10%
-  10-25%
-  >25%

POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

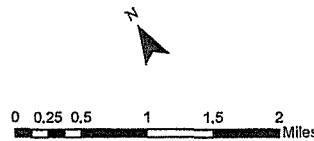
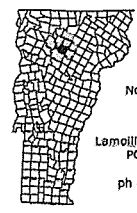
ROADS: 1:5000 E-911 Road Data, 2010.

SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2' quadrangles and 1:20000 color infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.

FLOOD PLAIN: Digitized from FEMA Flood Insurance Rate Maps, LCPC, 1983. Floodplains for planning purposes only. Refer to the VANR-DEC, Water Quality Division, Floodplain Coordinator for official floodplain determinations. (802) 241-3759.

SLOPE/LAND ABOVE 2,500: Derived from USGS 1:24000 DEM, 30m cell size.

HYDRIC SOILS: Optically scanned from 1:20000 USDA-NRCS soil maps, 1981. Attributes updated 2007. Represents locations where at least one of the major components in the map unit is a hydric soil.

Transverse Mercator,
VT State Plane,
Meters, NAD83

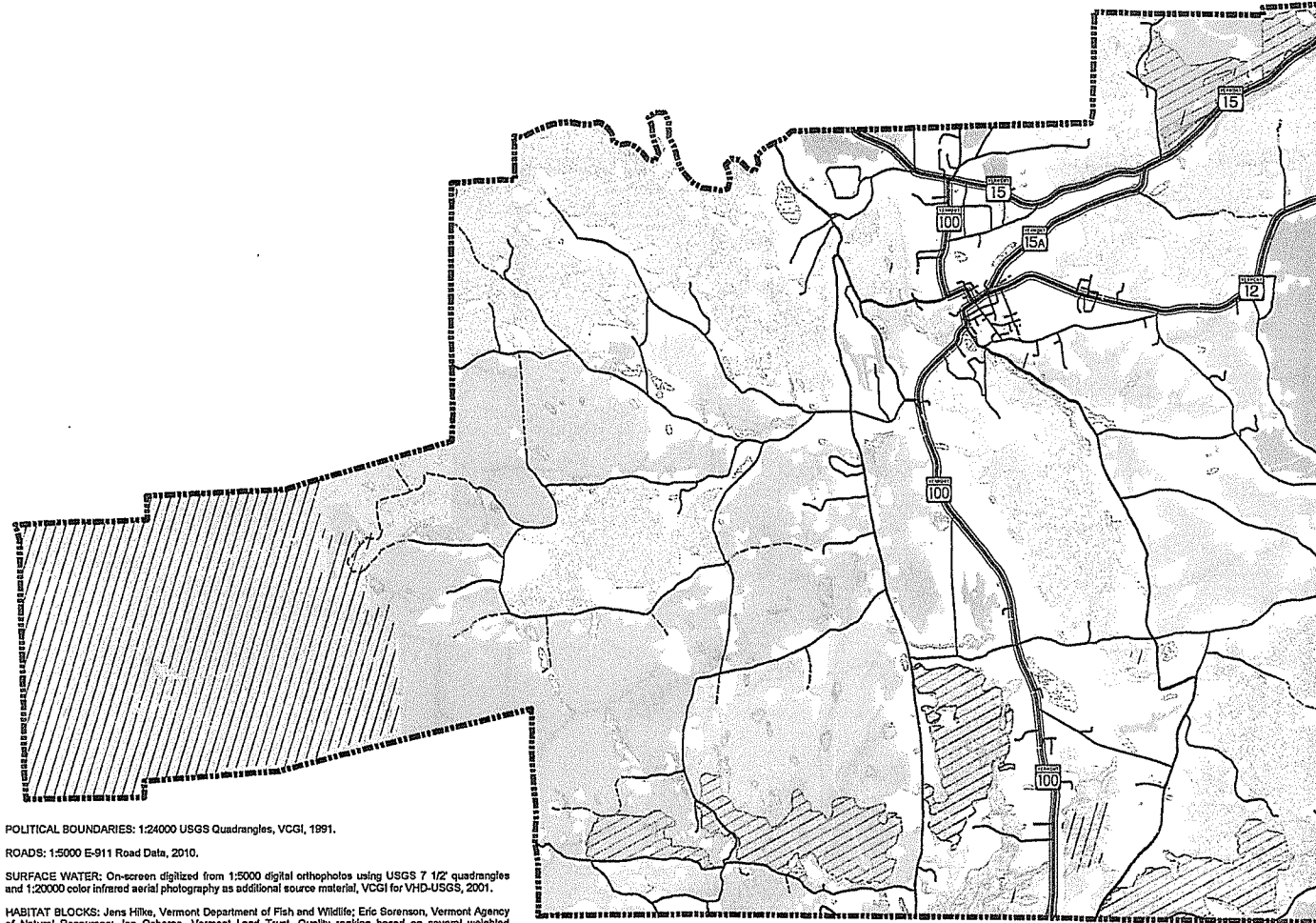
For planning purposes only.
Not for regulatory interpretation.

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PO Box 1637, 52 Portland Street
Morrisville, VT 05661
ph 802.888.4548 f 802.888.6938
www.lcpcvt.org January 2013

Significant Habitat Map

Morristown, Vermont

2013 Municipal Development Plan



Legend

	Public Land		Habitat Blocks
	Significant Natural Community		Low Rank
	Deer Wintering Area		
	Wetland		
			High Rank

POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

ROADS: 1:5000 E-911 Road Data, 2010.

SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2' quadrangles and 1:20000 color infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.

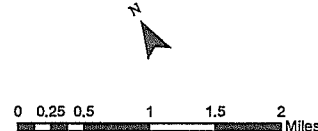
HABITAT BLOCKS: Jens Hille, Vermont Department of Fish and Wildlife; Eric Sorenson, Vermont Agency of Natural Resources; Jon Osborne, Vermont Land Trust. Quality ranking based on several weighted factors. For more information, see full report, available at http://www.vcgl.org/commrns/vedp/archive/hille_osborne_hab_block_connect.pdf

PUBLIC LANDS: Vermont Land Trust Conserved Lands Database, 1:5000, Vermont Land Trust 2012.

VSWI WETLANDS: Please note- These data include both NMI wetlands and VANR Class II wetlands. USFWS used 1:80000 color infrared aerial photos (flown between 1975 and 1978), USGS topo sheets and other mapped and text data to interpret locations. 3 acre mapping unit with includes a 50' buffer. VANR updated as of 1996. Refer to the VANR-DEC, Water Quality Division, Wetlands Section for official wetlands determinations. (802) 241-3770.

SIGNIFICANT NATURAL COMMUNITY: 1:24000, Includes 200m buffer, Vermont Nongame and Natural Heritage Program, VANR, 1997.

DEER WINTERING AREAS: 1:24000 and 1:25000, VANR, 2011.



Traverse Mercator,
VT State Plane,
Meters, NAD83





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Not for regulatory interpretation.

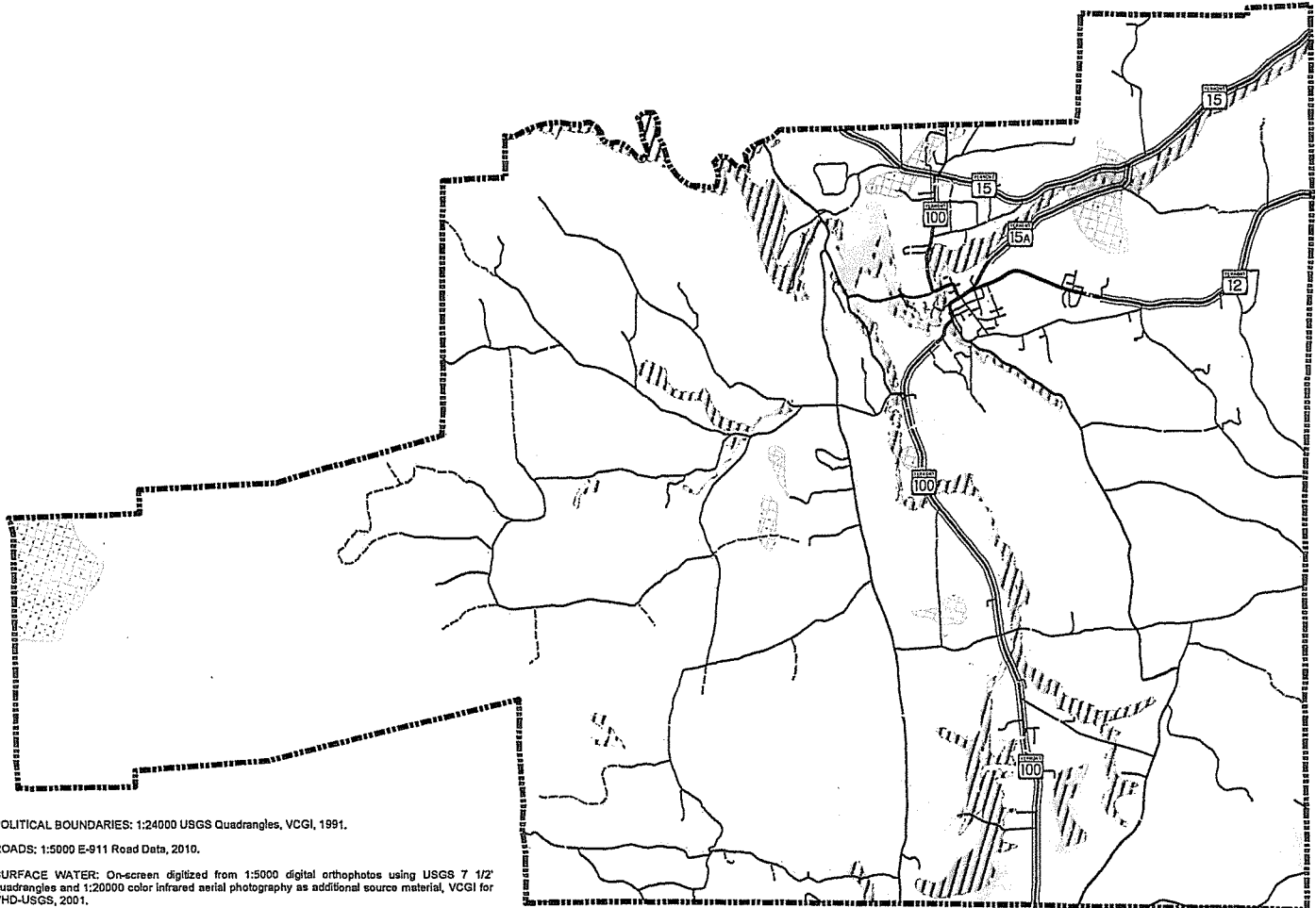
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PO Box 1637, 52 Portland Street
Morristown, VT 05651
ph 802.888.4548 f 802.888.6938
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Water Resources Map

Morristown, Vermont
2013 Municipal Development Plan

Legend

-  Surface Water Protection Area
-  Well-Head Protection Area
-  100 Year Floodplain
-  Class II Wetland



POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

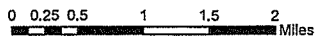
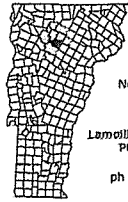
ROADS: 1:5000 E-911 Road Data, 2010.

SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2' quadrangles and 1:20000 color infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.

VSWI WETLANDS: Please note- These data include both NWI wetlands and VANR Class II wetlands. USFWS used 1:50000 color infrared aerial photos (flown between 1975 and 1978), USGS topo sheets and other mapped and text data to interpret locations. 3 acre mapping unit with includes a 50' buffer. VANR updated as of 1998. Refer to the VANR-DEC, Water Quality Division, Wetlands Section for official wetlands determinations. (802) 241-3770.

FLOOD PLAIN: Digitized from FEMA Flood Insurance Rate Maps, LCPC, 1983. Floodplains for planning purposes only. Refer to the VANR-DEC, Water Quality Division, Floodplain Coordinator for official floodplain determinations. (802) 241-3759.

WELLHEAD PROTECTION AREAS: SPAs for groundwater sources (wells, springs), 1:24000 USGS Quadrangles, VANR-DEC-Water Supply Division and VT Dept. of Health, 2007.

Transverse Mercator,
VT State Plane,
Meters, NAD83

For planning purposes only.
Not for regulatory interpretation.

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Productive Resources

Agriculture, forestry, and earth extraction formed the basis of Morristown's economy for more than a century. Today these enterprises may be less important to the economy than they were in the past, but they now have importance in other ways. Agriculture and managed forests create the scenic landscape that residents and visitors enjoy. They also provide a living link to our historic past. The future of these productive resources depends on the encouragement and support of the Town.

Agriculture

While not thriving as it once did, Morristown still has a vital agricultural sector. Morristown currently has twelve dairy farms in active operation. Agriculture continues to be an important sector of the local economy due to the presence of good agricultural soils and increasing product diversification. In addition, many local farms now take advantage of some form of off-farm income such as wage employment or rental units.

Little agricultural land in Morristown sits idle. Almost all land with productive potential is worked and some local farmers are leasing fields in adjoining towns. Local agricultural experts and farmers sense a high degree of support among the agricultural community for programs such as the purchase of development rights and conservation easements to protect areas of prime agricultural soils and provide a continued land base for farming and forest management.

Locally-sourced food represents substantial economic development potential and contributes to local food security. Good local food sources in Morristown include the community garden and farmers markets. Morristown supports recent efforts to create a food co-op in downtown Morrisville that would provide a direct economic link from farmer to the customer. Non-traditional agricultural activities are also a growing sector in Morristown's economy and this trend meshes well with dairy and tourism. Wholesale and retail plant nurseries are the fastest growing agricultural enterprise statewide. Morristown has at least three horticultural businesses. There are also a handful of commercial maple sugar operations in Morristown.

With new residential development, conflicts in land use are becoming more common. The Natural Resource Conservation Service is receiving an increasing number of complaints about the smells and sounds of agricultural enterprises. As residential and agricultural uses of land are not always entirely compatible, the Town may want to have greater influence over the nature and the extent of land development than is possible with the general "Rural Residential Agricultural" zoning designation that currently applies to almost all properties outside the Village. Where development does occur in agricultural areas, Morristown supports clustering residential lots to help keep productive lands open. The DRB should ask developers to include covenants to protect agricultural uses from conflicts with new residential development in agricultural districts. Respondents to a public survey conducted in 2007 replied strongly that Morristown should use land use planning and regulations to help protect open land (73%),

working farms (84%), and forests (78%). Working farms were rated as very important (72%), as were open fields (60%) and 62% felt that funds should be set aside for conservation of open space or agricultural lands.

Forestry

The dominant land use in Morristown is woodland. The woods provide erosion control, recreational opportunities, wildlife habitat, landscape contrast and economic benefits. Forestry professionals are guardedly optimistic about the future viability of the region's timber economy. Within a few decades, northern New England will be the only region in the world which can offer high quality hardwoods. However, the forests must be managed properly and protected from fragmentation into many small holdings.

There are no industrial forests in Morristown and forestry tends to be a subset of agriculture. The municipal forest, over 300 acres in Mud City, is now beginning to be actively managed again for timber, wildlife and recreation. With the help of the State's Department of Forests, Parks, and Recreation, recent activities are intended to create a model for local forest management at this site. The Selectboard should work with the Conservation Commission to support sustainable logging practices, including selective cutting, strip and patch cuts of varying sizes, on Town lands and State lands that fall within the Town's borders. The benefits of sustainable logging include bringing back our vanishing young growth from the mature canopy forest that has grown up on these properties. The mature canopy forest provides little browse and food for wildlife. The veneer wood that has grown up on these properties since they were last logged midcentury is extremely valuable, in addition to use for pulpwood, firewood and wood pellet byproducts. Without employing sustainable forestry on Town lands, Morristown is restricting wildlife habitat and wasting a valuable resource.

Gravel

Lamoille County is one of the most gravel rich areas of the state and is also one of the fastest growing. Gravel is a non-renewable resource and it is important to plan for its prudent use. Areas which are likely to be gravel rich should be identified and noted so that this resource can be extracted when needed in the future. Morristown has a number of both active and inactive gravel deposits. The last gravel study of the area in 1992 showed 25 significant gravel locations in Morristown, of which nine had been reclaimed, eight were currently inactive and eight were active. The Town has also secured its own gravel resources by purchasing the 316-acre Duhamel property, which should supply its gravel needs for the next 100 years.

Gravel resources are finite and once depleted cannot be replaced. Additionally, development near or over the resource may, in effect, make the extraction impossible in the future. Therefore any construction over an earth resource should account for the potential loss of that resource. The State has estimated that 31% of all sand and gravel deposits in Vermont are now inaccessible due to state regulations including water supply protection, critical wildlife habitat, conserved lands,

and other factors (Aggregate Resources of Vermont, VT Geological Survey 1993). Current developments over deposits have further limited the availability of the resource. This has only happened to a limited degree in Morristown, although these sites are being sought out by developers due to their ability to handle leach fields for septic systems.

While a necessary resource for construction, earth resource extraction and/or processing activities have a high potential for becoming a substantial nuisance in the area where such activities are located. The following problems are typical where residential uses and gravel extraction coexist: noise, dust and air pollution or radiation; surface and groundwater pollution, siltation or radiation; storage and disposal of waste materials, both solid and liquid; increased stormwater runoff, erosion and sedimentation; spoiling of the landscape and limited utility for subsequent uses of the site; and decreased highway safety and increased municipal costs due to increased traffic and accelerated deterioration of highways and bridges attributed to the transportation activities generated by the earth resource operations. All these aforementioned factors may substantially depreciate land values in the immediate vicinity of such activities. The DRB should ask developers to require covenants for all new house lots adjoining active and inactive gravel pits to protect gravel extraction activities from nuisance complaints.

Conservation of Productive Resources

The best way to protect the working landscape from development is to ensure it is economically feasible and provides the landowner with a stable income. There are three tools that help make agriculture and forestry more economically feasible and maintain open space: current use assessment, the purchase of development rights and land use regulations. The current use or UVA Program has grown to be quite popular among Morristown property owners. In 2002 there were a total of 104 properties participating from Morristown, with 11,040.9 acres or 32 percent of the Town's total land area in current use. In 2007 this number increased to 121 parcels and 11,695.2 acres, 34 percent of the Town's total land area. In 2012, this trajectory has further accelerated with 131 parcels and 12,698.2 acres, 37% of the Town's total land area in current use. The taxation relief provided by this program continues to be Morristown's most widely used and productive method to curb development pressure and ensure its open and rural landscape.

The most well-known group involved in the purchase of development rights is the Vermont Land Trust. In a purchase of development rights, the right to develop or subdivide a parcel is bought in perpetuity by another party. The amount paid depends on the value of the potential development. By selling their development rights, the farmer or forester receives the needed funding while still retaining the farm or forest. The obvious problem with purchase of development rights is the cost. In order to protect a large amount of land, one needs a huge sum of money. Also, the landowner must want to sell the rights, as all purchases are willing buyer/willing seller.

Morristown is fortunate to have a conservation commission to pursue the purchase of development rights on behalf of the Town. Through this board the Town may become the

eventual holder of development rights instead of a non-profit organization. The money to purchase properties or development rights can come from grants and various funding institutions. Morristown supports the efforts of the Morristown Conservation Commission and other conservation organizations in the purchase of development rights and other conservation measures in high value areas, like contiguous natural resources, prime agricultural soils and areas that are otherwise likely to be adversely developed.

Zoning and subdivision regulations are less effective in regulating development of important land resource parcels, but are also far less expensive. Zoning regulations can guide development to ensure that certain goals are accomplished. One valuable tool is Planned Residential Developments where developable lots are clustered to protect open space to prevent fragmenting forests or other objectives. This type of flexible zoning tool allows the same number of developable lots as traditional subdivisions, but it also permanently protects open space and keeps forests unfragmented.

Policies:

Morristown supports and encourages the continued prudent use of land and conservation of productive soils for agriculture, forestry and resource extraction.

Morristown supports efforts to preserve Morristown's rural, scenic and tranquil character, to protect its farm and agricultural land, its open space and forestland.

Further fragmentation of productive agricultural and forestland is to be avoided and continued access to productive lands should be protected.

Morristown encourages the use of Best Management Practices in forestry and farming.

Development within agricultural areas will be sited to avoid taking agricultural soils permanently out of production. Non-agricultural structures should not be placed in open fields and meadows; such structures and related infrastructure will be set against field edges and follow tree lines where feasible to minimize disturbance and visual impacts and to maximize open productive space.

Morristown supports recent efforts to create a food co-op in downtown Morrisville that would provide a direct economic link from farmer to customer.

Morristown supports the efforts of the Morristown Conservation Commission and other conservation organizations in the purchase of development rights and other conservation measures in high value areas, like contiguous natural areas, prime agricultural soils and areas that are otherwise likely to be adversely developed.

Morristown encourages qualifying land owners to participate in Vermont's current use program.

Morristown supports private landowners in their efforts to maintain productive soils and unbroken tracts of land for forestry and agricultural use.

Where development does occur in agricultural areas, Morristown supports the clustering of residential lots to permanently protect open land.

Objectives:

The Planning Commission should investigate the potential to create districts which have limited clustered residential use, with the predominant use thereof being agricultural and open land.

The Planning Commission should investigate adding a protection of agricultural soils criteria to subdivision regulations.

The DRB should ask developers to require covenants for all new house lots in the Rural Residential Agricultural Zone to protect agricultural uses from nuisance complaints.

The Selectboard should work with the Conservation Commission to support sustainable logging practices, including selective cutting, strip and patch cuts of varying sizes, on Town lands and State lands that fall within the Town's borders. Without employing sustainable forestry on Town lands, Morristown is restricting wildlife habitat and wasting a valuable resource.

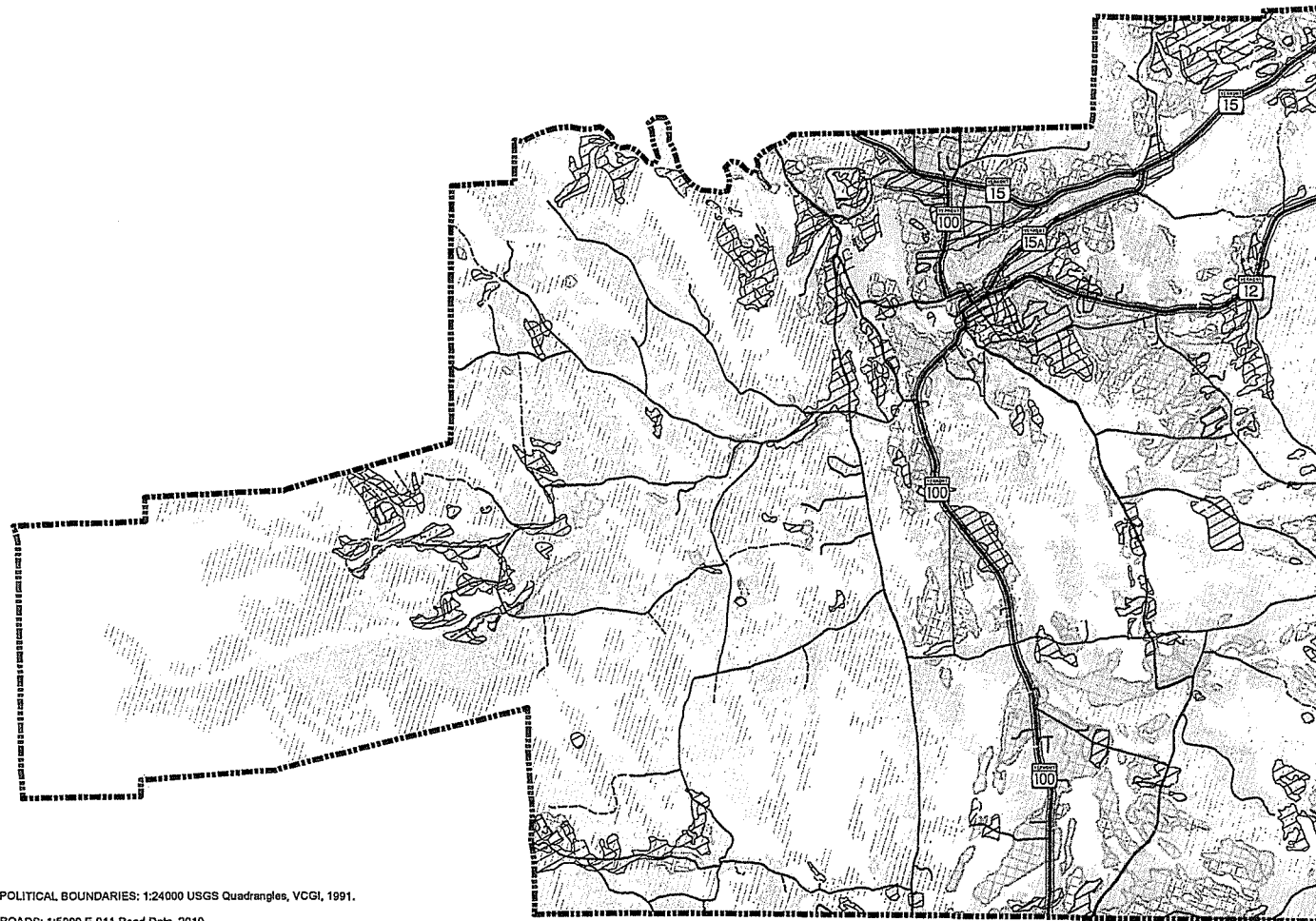
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



The Conservation Commission should assist farmers interested in diversifying operations by connecting them with various agricultural extensions and other organizations.

Earth Resources Map

Morristown, Vermont

2013 Municipal Development Plan



-  Good Source of Gravel
-  Good Source of Sand
-  Productive Forest Soil
-  Prime/Statewide Ag Soil *As rated by USDA

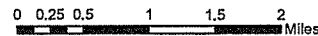
POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.

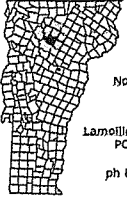
ROADS: 1:5000 E-911 Road Data, 2010.

SURFACE WATER: On-screen digitized from 1:5000 digital orthophotos using USGS 7 1/2 quadrangles and 1:20000 color Infrared aerial photography as additional source material, VCGI for VHD-USGS, 2001.

PRODUCTIVE FOREST SOILS: Optically scanned from 1:20000 USDA-NRCS soil maps, 1981. Attributes updated 2007. Represents the mapped soil units with forest value ratings greater than 62 out of 100. The value ratings are based on "Soil Potential Study and Forest Land Value Groups for Vermont Soils", revised, December 12, 2003. For a copy of this report, contact Steve Gourley, State Soil Scientist (email: steve.gourley@vt.usda.gov or 802-951-6799 x236).

AG. SOILS (Prime and Statewide Ag without Hydric): Optically scanned from 1:20000 USDA-NRCS soil maps, 1981. Attributes updated 2007.





Transverse Mercator,
 VT State Plane,
 Meters, NAD83

For planning purposes only.
 Not for regulatory interpretation.

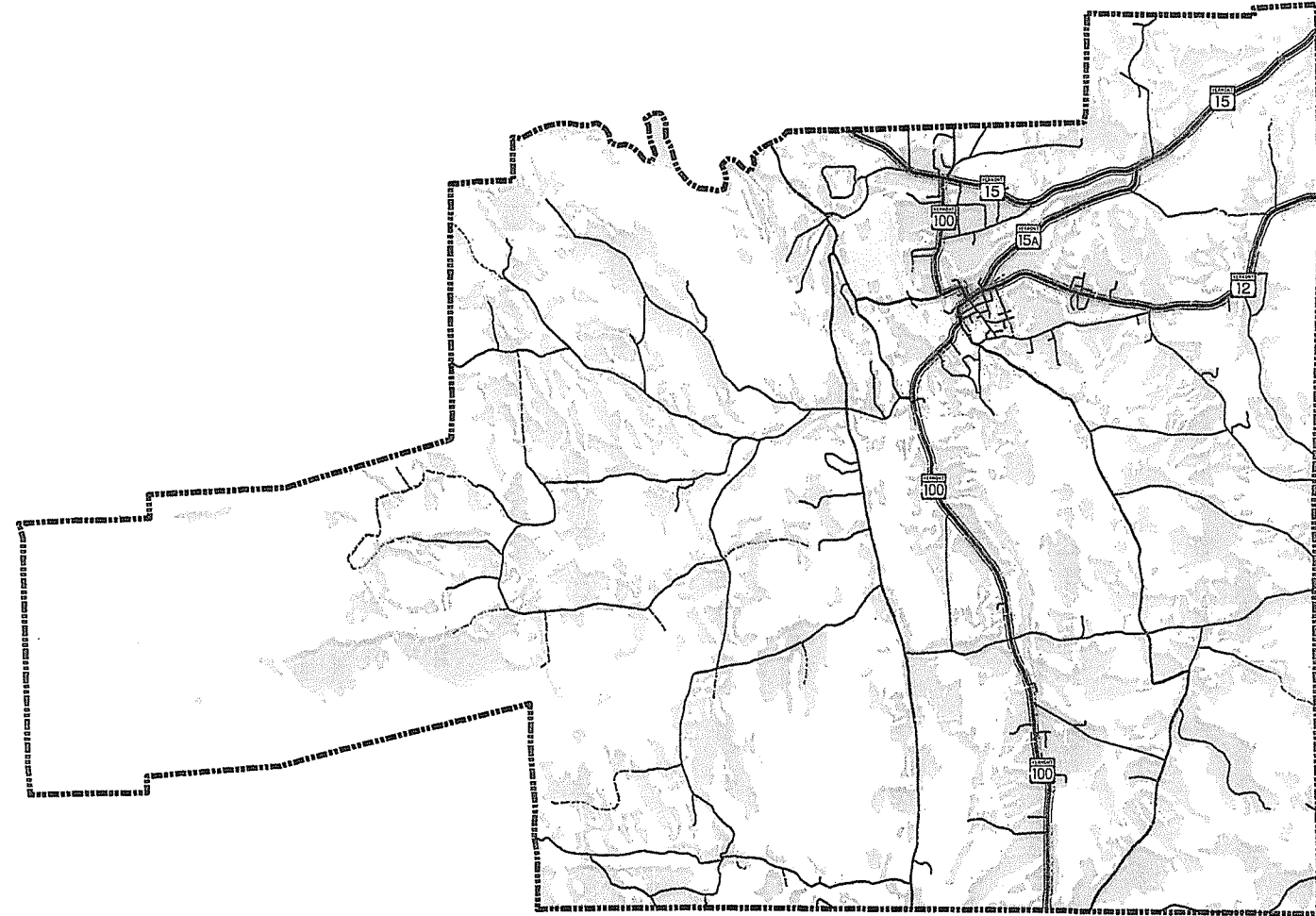
Lamoille County Planning Commission
 PO Box 1637, 52 Portland Street
 Morrisville, VT 05661
 ph 802.888.4548 f 802.888.6938
www.lccpv.org January 2013

Agricultural Value Map

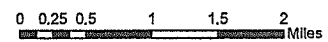
Morristown, Vermont

2013 Municipal Development Plan

Primary Agricultural Soil



POLITICAL BOUNDARIES: 1:24000 USGS Quadrangles, VCGI, 1991.
 ROADS: 1:5000 E-911 Road Data, 2010.
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Lamoille County Planning Commission
 PO Box 1637, 52 Portland Street
 Morrisville, VT 05661
 ph 802.888.4548 / 802.888.6928
 www.lcpcvt.org January 2013

Goals:

To highlight the important but often overlooked link between the built environment and health by providing an opportunity to evaluate the municipalities' planning and zoning objectives from a health perspective.

To provide key design concepts to building a healthy community, offer policy suggestions for improving and supporting the health of residents and identify a vision for community wellness.

To support citizen led efforts aimed to improve the wellness of the community, including using this plan as a resource for grant writing opportunities.

To fund health and wellness related infrastructure improvements equally with both private funding and municipal funding when feasible, including ongoing maintenance.

Promote Access to Healthy Foods:

Encourage agricultural and forest-based product production from local resources.
Show support for agribusinesses and agricultural land-use.

Show support for farmers markets, farm stands and community gardens.

Encourage and support community led health campaigns to increase consumer awareness of healthy lifestyles.

Be a Bicycle and Pedestrian Friendly Community:

Encourage the addition of more pedestrian amenities in the Village (such as benches, seats, water fountains, shade/street trees) that enhance the pedestrian experience along the existing pedestrian network.

Ensure that adequate and appropriate lighting exists for streets, parks, recreation facilities, sidewalks and bike paths to promote their use in the winter.

Plan for the routine maintenance of municipally designated bike lanes/routes.

Support the Lamoille Valley Rail Trail as the project moves through State permitting processes. The Lamoille Valley Rail Trail, which should remain open for all legal uses, will serve as a critical piece of pedestrian and transportation infrastructure in the Town and the Village. The rail trail is also critical to downtown Morrisville revitalization efforts, as it will connect the local business district to a regional pedestrian and transportation amenity.

Environmental Quality

Evaluate the additional cost associated with building and maintaining safe, pleasant streets for walking and biking, paying particular attention to high traffic areas around schools. Pedestrian

and bike oriented transportation options provide residents with the option to walk/bike rather than drive, lessening traffic congestion and improving our air quality.

Plant street trees in the Village, especially in the Central Business zoning district (Pleasant St., Portland St., Main St. & Bridge St.) and establish guidelines for the type of trees planted in Village by considering safety, maintenance and appropriateness in the context of the neighborhood or area.

Strongly encourage environmentally conscious municipal practices.

Mixed-use Development

Evaluate additional opportunities in the zoning and subdivision bylaws for mixed-use development allowances in the Village and the denser areas of the Town.

Incentivize infill mixed-use development and additional density in downtown Morrisville.

Health Impact Assessments

Consider the health impact before any decision is made regarding the purchase or disposition of public land and/or the relocation of public office space.

Statement Regarding Capital Needs

The Morristown Selectboard does a good job in planning for capital outlays needed for Town of Morristown operations. The Selectboard began establishing reserve funds in recent years for expected capital needs. For example, separate reserve funds capitalized by one cent on the Grand List exist for upgraded equipment for the Fire Department and the Town road crew. The Town also maintains various reserve funds for different purposes that are funded through the regular budget process, as opposed to previously mentioned direct Grand List contributions. The Town's infrastructure fund is an excellent example of one of these reserve funds. This fund recently paid for a portion of the sewer line extension on Harrel Street and Industrial Park Drive, which lead to the direct investment in new private facilities and the growth of new jobs by benefitting companies like Butternut Mountain Farms, Alpine Snowguards and Concept 2. The Town was able to recoup this outlay from the infrastructure fund by the creation of a local tax increment financing district on the properties of the benefitting companies.

Reserve funds are very important to the smooth operation of Town finances because they allow for expensive capital projects, like bridge replacement, to be saved for on an ongoing basis. These accrued savings help ensure that the local tax rate does not fluctuate widely due to the impact of large capital projects on a single budget year. In addition, the existing balance of reserve funds, like the infrastructure fund, can always be used as the local match for state or federal grant applications. These existing balances provide the Town the opportunity to leverage its local money and raise additional capital funds from outside sources for local infrastructure.

Within the next five years, the Town anticipates using capital funds for equipment purchases for the road crew, a new pumper truck for the Fire Department, the replacement of culverts and bridges and potentially for the construction of a new Town office building. The availability of a dedicated reserve fund will lessen the impact of the purchase of the new pumper truck on the tax rate (if the funding request is approved at Town Meeting 2013). In regard to the aforementioned new municipal office building, the Town has already set aside a fund for this purpose, which was originally funded by the sale of the former municipal office building on Lower Main Street and the continued deposit of yearly budget surpluses.

It is highly recommended that the Morrisville Village Trustees and the Morristown school system establish reserve funds when possible. As noted in the Education Chapter of the Town Plan, the school system will soon be proposing a significant expansion of the recreational facilities at People's Academy. This expansion includes the construction of a much-needed field house for indoor recreational purposes. The Planning Commission supports the construction of such a facility, provided that it is available to and benefits the entire community. The Planning Commission also supports the use of long range financial planning and reserve funds to help pay for these large capital outlays.

Morristown's Flood Risk by the Numbers

Both Morristown and Morrisville, although having significant land areas susceptible to flood and fluvial erosion, are lucky to have the vast majority of structures therein out of harm's way. In fact, Morristown only has twelve e911 structures located in a Special Flood Hazard Area. Morrisville has an additional six e911 structures located in a Special Flood Hazard Area. In Morristown and Morrisville, less than 1% of community structures are located in the Special Flood Hazard Area. Compared to other similarly sized communities in Vermont, especially communities with a river like the Lamoille therein, Morristown and Morrisville are flood resilient communities. In fact, Morristown fares especially well when compared to neighboring communities in the county like Cambridge and Johnson where flooding is a significant community concern. With that being said, Morristown can do more to ensure that the few structures it has in the Special Flood Hazard Area have Flood Insurance. Currently, only 17% of the structures located in Special Flood Hazard Areas in both Morristown and Morrisville have Flood Insurance.

A discussion about Morristown's flood resiliency is not complete without examining public infrastructure such as the roadway system. Morristown's roadway system has experienced two loss events within the last five years during federally declared disasters. The first and most significant loss event was the spring floods of 2011 caused by heavy rains on top of a late and substantial mountain snowpack. The second loss event, which was much less severe in Morristown than in other parts of Vermont, was Tropical Storm Irene. Outside of these two recent events, one would have to go back to the 1990s and then the 1980s to find the previous two such loss events. Given the relative lack of loss events, it can be assumed that the town's roadway system is relatively flood resilient. It should be noted that the town's roadway system remains flood resilient despite its refusal to adopt the State's 2013 Town Road and Bridge Standards. The State Town Road and Bridge Standards were not designed to deal with the rural mountain roads found outside the village. Adopting the Town Road and Bridge Standards would drive the town's highway budget to unsustainable levels and potentially put the ability of the town to harvest gravel from the Duhamel Pit at risk.

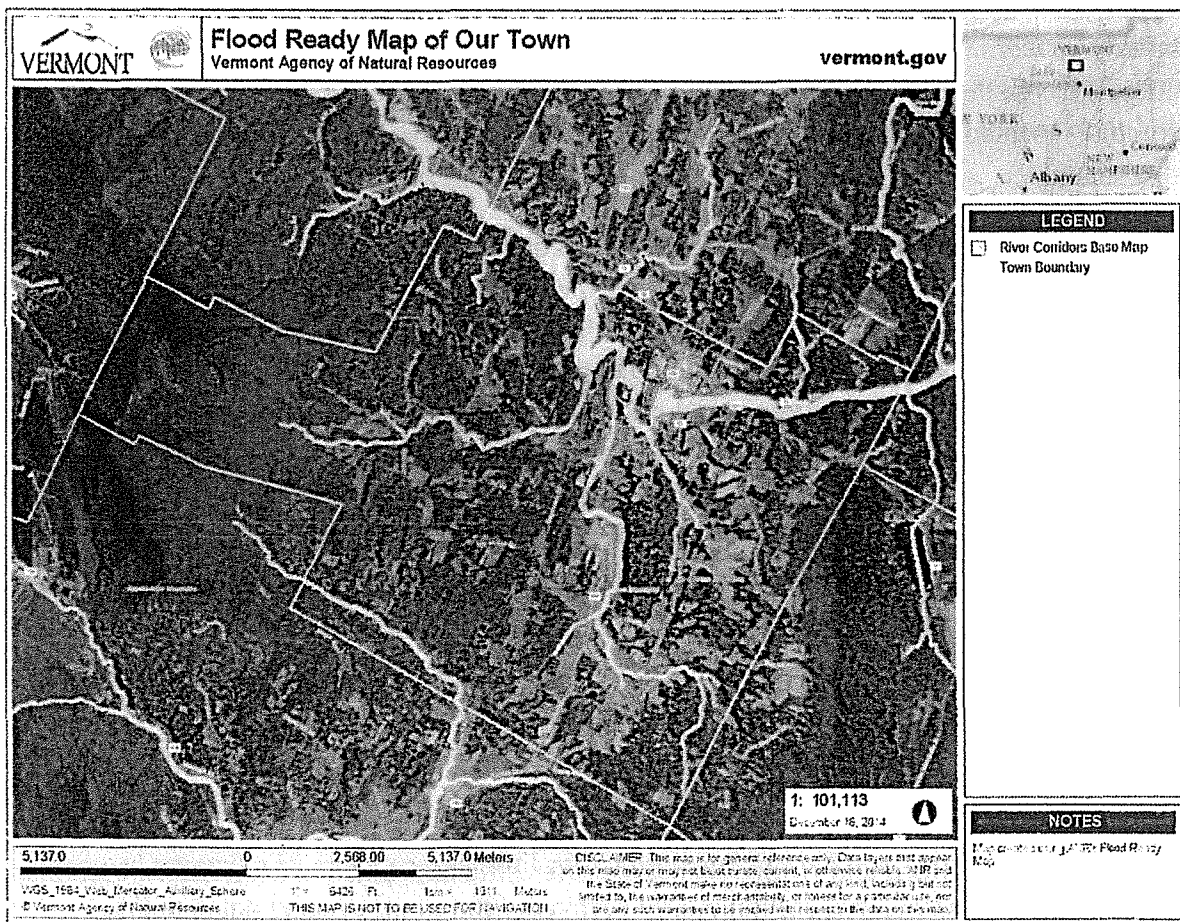
While the State Town Road and Bridge Standards offer little assistance to Morristown becoming more flood resilient, the town can still do more to prevent future loss events related to the roadway system. Given the changing weather patterns in recent years, it is critical that Morristown looks to address known trouble spots during high water events using local resources and grants when available. An example of a known high water trouble spot is the culvert for Ryder Brook under Goeltz Road. This culvert is inadequately sized and during large rain and melt events, this culvert has a propensity to back up and cause flooding upstream. Morristown supports all efforts to replace this undersized and failing culvert with a span as quickly as possible.

Local Hazard Mitigation Plan

The Town has worked to maintain an updated FEMA-approved Hazard Mitigation Plan. The purpose of this plan is to identify all hazards facing the community and develop strategies to begin reducing risks from these identified hazards. Morristown's Local Hazard Mitigation Plan was last updated in March of 2014 and is hereby incorporated into this Flood Resiliency Chapter.

Flood Hazard and Fluvial Erosion Mapping

Morristown accepts and adopts the below map showing fluvial erosion hazard areas based on river corridor maps provided by the Agency of Natural Resources pursuant to 10 VSA §1428(a).



Policies:

New development in identified flood hazard, fluvial erosion, and river corridor protection areas should be avoided if possible. If new development is to be built in such areas, it should not exacerbate flooding and fluvial erosion.

Morristown should continue to enforce its Flood Hazard Regulations based on FEMA Flood Plain Mapping to ensure participation National Flood Insurance Program.

Development on slopes greater than 25% and ridgelines should be carefully controlled to avoid adverse impacts on water quality, hydrology and public safety.

The Morristown Conservation Commission should work with private landowners to protect and enhance vegetated stream buffers along the town's watercourses. The protection and restoration of floodplains and upland forested areas that attenuate and moderate flooding and fluvial erosion should also be encouraged.

Continued flood emergency preparedness and response planning shall be encouraged, including ensuring that Morristown's Local Hazard Mitigation Plan remains approved and up-to-date.

Objectives:

The Town will maintain, and update as needed, its Local Hazard Mitigation Plan.

The Morristown Planning Council should continue to require the 50-ft. structure setback from all Shorelines in its zoning bylaw and evaluate if a vegetative buffer should be a requirement within said setback.

The Morristown Planning Council should look to update its Flood Hazard Regulations to require the freeboard suggested as a best management practice by the National Flood Insurance Program.

Morristown should support any opportunity to have its remaining undetermined flood zones studied and mapped by FEMA.

Morristown should consider participating in FEMA's Community Rating System in order to reduce flood insurance premiums for affected property owners.

