



CITY OF SAINT ALBANS, VERMONT

**SUPPLEMENTAL DOCUMENTS
TO
24 V.S.A §2791 GROWTH CENTER APPLICATION**

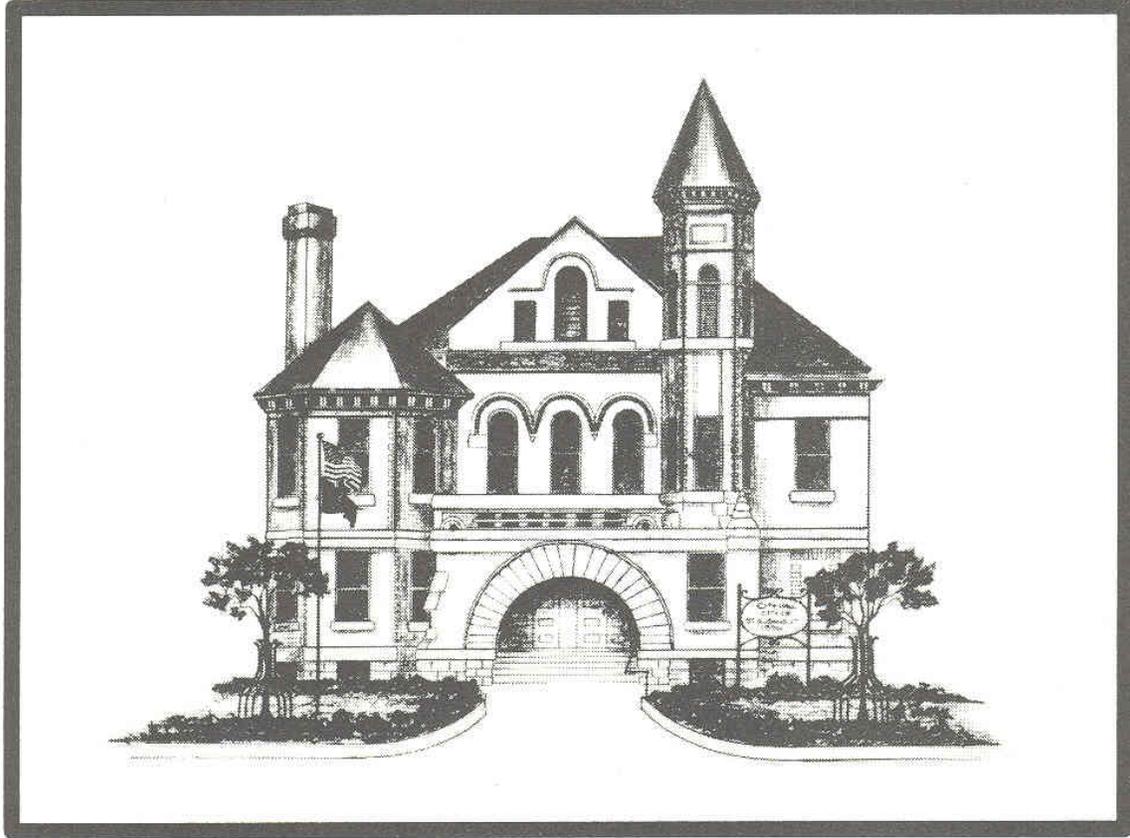
**2006 MUNICIPAL PLAN
LAND DEVELOPMENT REGULATIONS
2009 DOWNTOWN MASTER PLAN**

SUPPLEMENT 1

City of Saint Albans 2006 Municipal Plan



City of St. Albans, Vermont



CITY HALL, NORTH MAIN STREET, SAINT ALBANS, VERMONT

Comprehensive Municipal Plan 2006-2011

Adopted by the Council of the City of St. Albans
September 27, 2006

Council of the City of St. Albans

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CITY OF SAINT ALBANS, VERMONT 2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 1. OBJECTIVES, POLICIES AND PROGRAMS

The overall objectives of this plan are to foster economic prosperity and to maintain the quality of life in the City of St. Albans. With respect to the quality of life, appropriate recognition should be given to protection of residential areas, historic landmarks and resources, and public utilities, facilities and services. With respect to economic prosperity, efforts to maintain the quality of life should restrict economic activities and enterprises only to the minimum degree necessary and appropriate since the quality of life in large part is dependent on economic prosperity.

Ensuring the health, safety and welfare is of prime importance, of course. However, these matters are addressed by state statutes and City ordinances and therefore do not play a prominent role in this plan.

In furtherance of the objectives of this plan, City planners should be guided by the following goals and policies:

GOAL: Recognize that St. Albans is a central part of the larger community of Franklin County, and consider the City's participation in decision-making concerning St. Albans City at all levels of government.

GOAL: Maintain the identity and sense of community of St. Albans City.

GOAL: Guide the future development of the City according to a land use plan which recognizes appropriate development patterns.

GOAL: Expand and diversify economic opportunities and facilitate forms of development that will maximize economic benefit to the City of St. Albans.

GOAL: Continue to provide recreational and cultural opportunities to all residents of St. Albans City.

GOAL: Broaden Access to vocational and educational opportunities

GOAL: Encourage the development of affordable housing in the region.

The land use plan represents a broad policy statement of the desired future land uses in the City of St. Albans and, as such, should be a guide for public officials and private citizens. The plan considers the quality of development as well as physical constraints. It is based in the realities of the market place, but is not determined solely by those forces -- the need for adequate municipal revenues and employment opportunities is necessarily harmonized with the need to maintain the quality of life.

Policy: The City should continue to serve as the center for growth for the region, with the understanding that this growth should not exceed the ability of the community to pay for the services. The City should also serve as a hub for transportation, shopping, service, cultural, governmental, and employment activities for the region.

Policy: The City should endeavor to provide job opportunities that maintain environmental standards and address areas of high unemployment for lower income residents.

Policy: To a reasonable degree existing residential areas should be maintained and/or upgraded, and protected from incompatible land uses through landscaped buffers, adequate screening, and/or open space.

Policy: Land use should recognize the need for making land available for industrial development.

Policy: Consultation should occur with the Town of St. Albans and the Northwest Regional Planning Commission with regard to land use issues of an inter municipal or regional nature.

Objective: Continue to participate as appropriate in the land use planning processes of the Northwest Regional Planning Commission and state agencies.

GOAL: Foster a vigorous economy.

Policy: Continue economic development efforts to strengthen and revitalize the City's commercial activities.

Policy: Based on the premise of the city being a 'regional center,' business and other economic opportunities that support and promote forestry and agricultural based industries in other communities should be encouraged.

Policy: Consider participation in environmental and other regulatory proceedings regarding projects outside St. Albans City, which projects may have an impact on the City.

CITY OF SAINT ALBANS, VERMONT 2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 2. LAND USE PLAN

2.1 Overview

When making decisions regarding land use, care must be taken in safeguarding public interests to recognize the legitimate rights and needs of individual property owners. Accordingly, planning must place the least restrictive regulations on land use consistent with the public interest.

2.2 Existing Land Use Patterns and Trends

Land use and land cover for the City were most recently mapped by the Northwest Regional Planning Commission in January of 1992 (Figure 2.1). Patterns of land use are described as follows:

Residential Use

Residential uses are by far the most predominant in the City. Residential neighborhoods have developed concentrically outward from the urban core. Neighborhoods west of Federal Street tend to be somewhat isolated from the downtown area, separated by rail and industrial land, and shopping plazas. Most residential neighborhoods maintain their distinctive character, reflecting the period and conditions under which they were constructed. Of particular note are historic residences along, and east of Main Street (the "Hill Section"), including the many larger homes lining Congress Street. Today these homes have become expensive to maintain, and as a result are subject to changing use. Of particular note is the conversion of a number of residential properties along North and South Main Streets to office or professional uses.

Table 2.1 Existing Land Use

<u>Type</u>	<u>Acreage</u>	<u>% Total</u>
Urban/mixed use	60.3	5.1
Commercial	32.1	2.7
Industrial	51.3	4.4
Residential	641.7	54.7
Public/Institutional	53.2	4.5
Parks/Recreation	19.9	1.7
Cemeteries	25.3	2.2
Utilities	1.1	0.1
Disturbed land	55.4	4.7
Grass	101.4	8.6
Brush	27.0	2.3
Woodland	98.1	8.4
Farmland	3.8	0.3
Wetland	1.3	0.1
Water	1.2	0.1
Total ¹	1173.1	100.0

¹Totals may vary slightly due to rounding.
Source: FGIRPDC, Jan 1992.

Detached single family dwellings are the most common form of residential buildings throughout the City. In recent years, some new single family construction has occurred. The conversion of larger single family homes into apartments has occurred, creating higher densities of residential development in traditionally lower density neighborhoods. These types of residential infill development, which make more efficient use of existing structures and available land, are expected to continue as land for development becomes increasingly scarce. Mid-block areas also may be subject to development as vacant land bordering local streets diminishes.

EXISTING LAND USE

City of Saint Albans

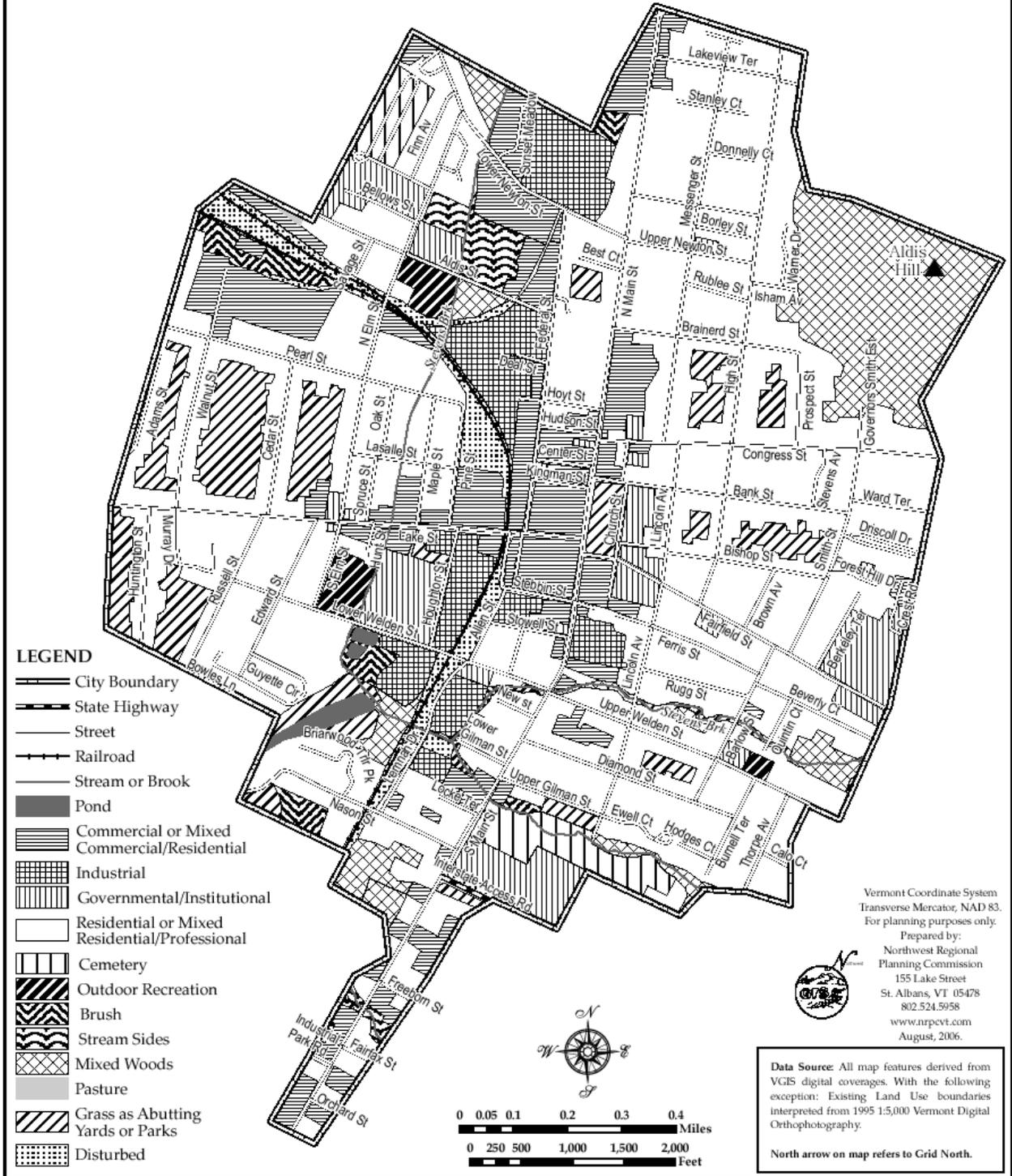


Figure 2.1 Existing Land Use/Land Cover

There is concern that intensification of residential land use may have an adverse impact on the traditional character of neighborhoods and an adverse impact on the schools. Higher densities of residential development should be allowed within areas of the City where they can be accommodated, but also should be carefully designed and regulated to minimize their impact on existing neighborhoods.

Traditional/Urban/Mixed Use

A mix of uses is found in the City's historic downtown and along Lake Street. Uses in these areas include but are not limited to retailing, professional offices, banks and restaurants, general business and repair services, government services, and upper story apartments. Midblock areas, covered by paved parking lots, also are included in this category.

These areas of high density development include mainly older, multi-story, brick-faced structures that front the street with little or no setback. Public space is well-defined, and provides a focus for public life. While limited, some potential for infill development remains. Appropriate and compatible redevelopment, including the adaptation of existing structures for new uses, and the replacement of nonconforming structures and uses, can allow for continued growth within these areas.

Housing should continue to be incorporated in the mix of uses that characterize the urban core. Downtown residential units may add to the life and vigor of the central city. In order to protect the commercial base, however, residential uses should be restricted to the upper floors of multi-use buildings, possibly through the addition of "vertical zoning" provisions in the City's bylaws.

Modern/Commercial Development

Modern/commercial development has occurred outside of, but generally adjacent to, the downtown, and near the City's edge, on North and South Main Streets. This type of development is typified by single story, often linear structures set back from the road, and fronted by large parking areas.

Industrial Use

Industrial development in the City is located mainly along railroad land west of Federal Street. Recent industrial/business expansion has been accommodated through the development of the City's industrial park, accessed from Lower Welden Street. Additional land for industrial development, approximately 11 acres of vacant railroad land on Aldis and Lower Newton Streets, could accommodate another 200,000 sq.ft. of industrial or commercial development, if made available (Buckhurst Fich Hutton and Katz, "Future Growth Projections, City and Town of St. Albans, Vermont," 1990).

Institutional Uses

These uses include land devoted to state, county and local government functions, including government buildings, schools, and developed recreational facilities such as the City's swimming

pool. In recent years, land devoted to these types of use has increased, with the development of the Coote Field Business Park, now the site of an INS facility and state office building; the construction of the District Court House on Lake Street; and the relocation of the Community College of Vermont facility on the former site of the Hood Creamery. The City completed the development of a public safety and recreation complex on Lower Welden Street.

Open Space

Open space in the City comes in a variety of forms and patterns of ownership. There is a substantial amount of remaining open space in St. Albans: approximately 330 mapped acres, or 28% of the total area, not including front lawns, vacant lots, and setback areas. The most notable open areas are Taylor Park in the downtown core, and Aldis Hill in the northeast corner. Developed open space includes outdoor park and recreation areas in public ownership, of which there are about 20 acres, and another 25 acres of cemetery in semi-public ownership. Undeveloped open space includes vacant, disturbed land (mainly associated with the railroad), and areas covered by grass, brush, woodlands or wetlands, which are mostly in private ownership.

2.3 Zoning

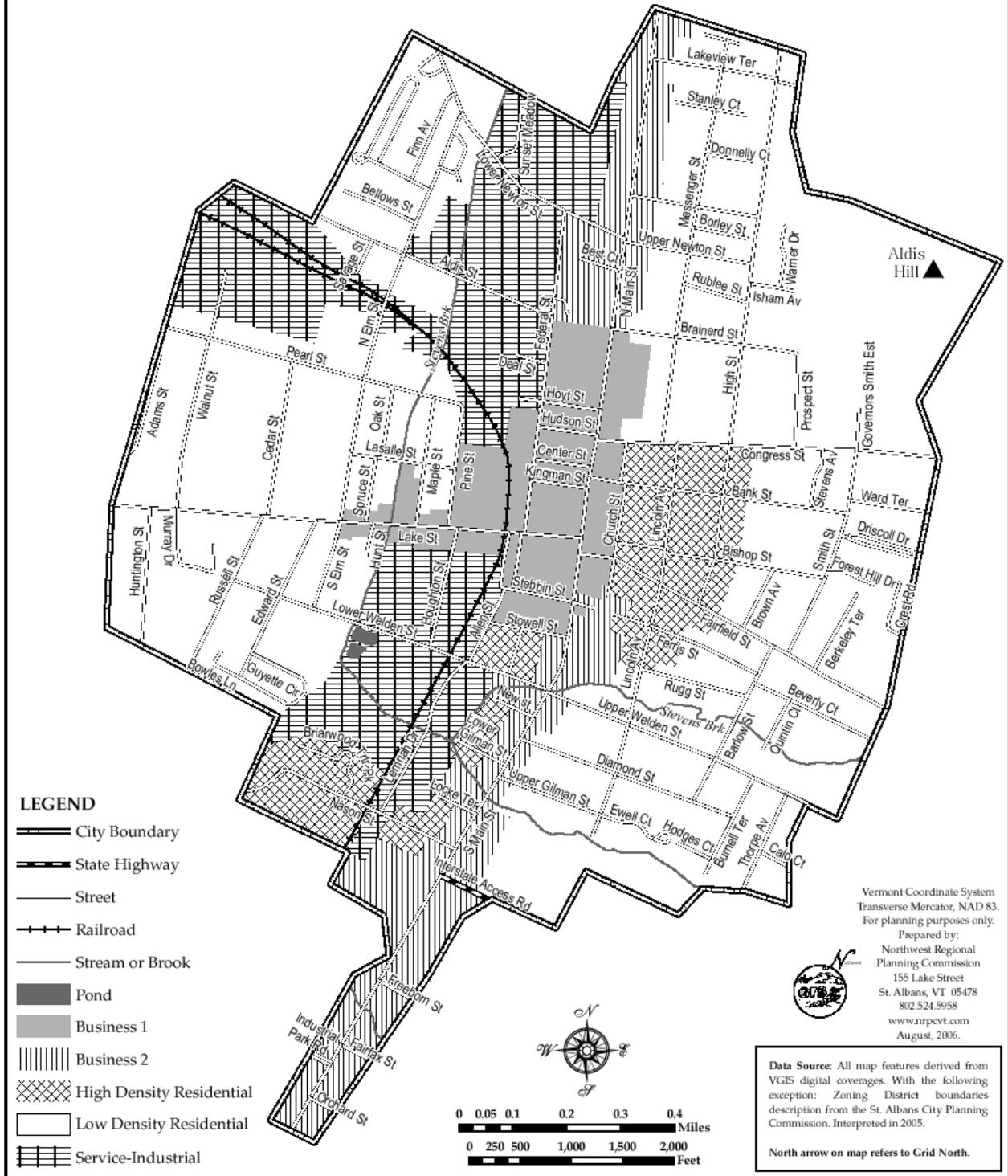
The current zoning districts are shown on figure 2.2. New zoning regulations are expected to be adopted shortly after the adoption of this town plan. The proposed zoning bylaws incorporate five land use districts, shown in Figure 2.3, the objectives of which districts are described in the bylaws as follows:

A. LDR-Low Density Residential

The intent of this District is to maintain within the City a pleasant and uncrowded residential area, and to encourage appropriate development and/or redevelopment that will complement the existing residential land use. This area shall be primarily for single-family dwellings, along with accessory uses. A variety of other residential uses, along with selected non-residential uses may be allowed as conditional uses, provided they meet all applicable standards and can be shown to be compatible with the district's objectives.

CURRENT ZONING

City of Saint Albans



2.2 Land Use Districts under Current Zoning

PROPOSED ZONING

City of Saint Albans

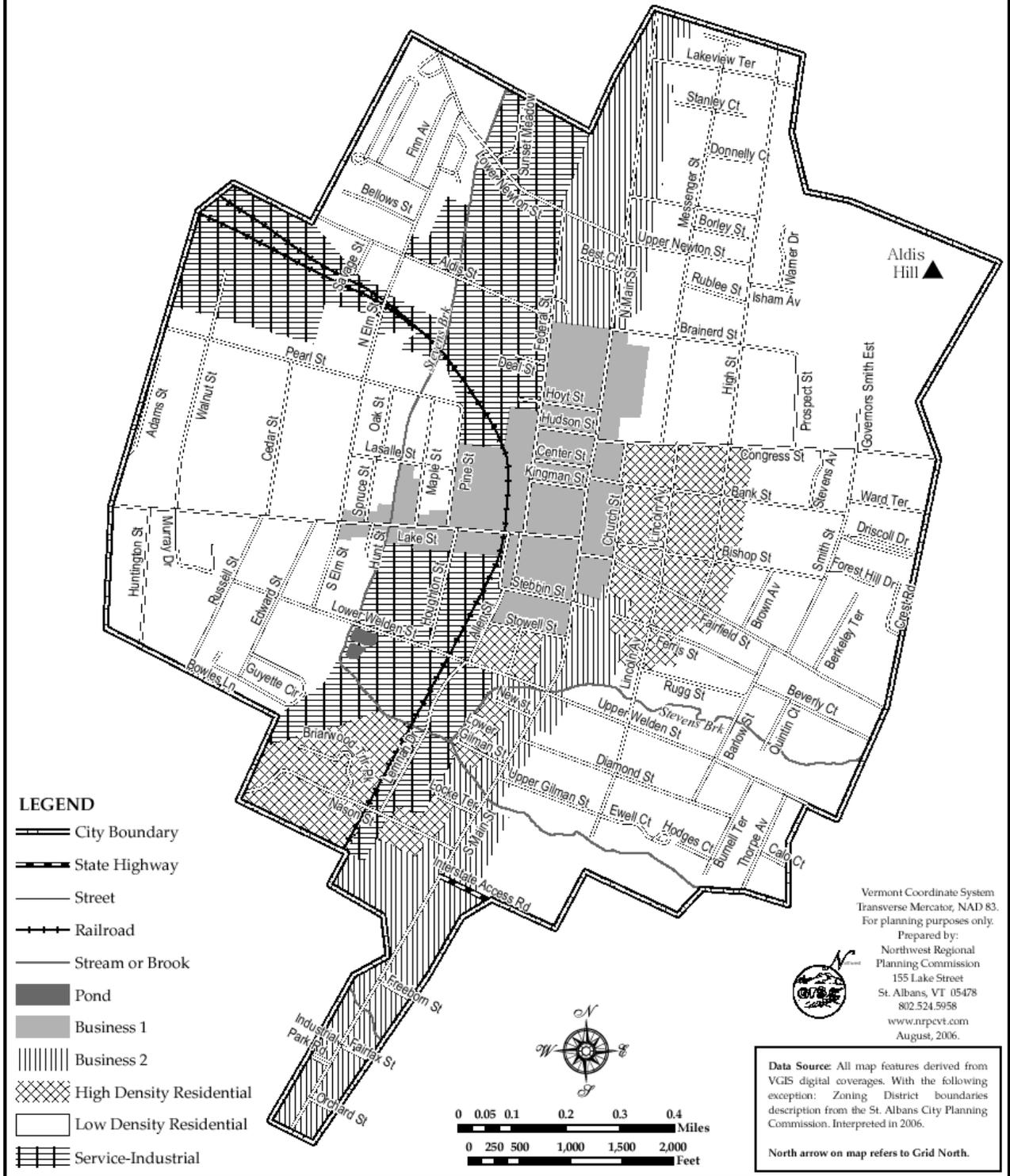


Figure 2.3 Land Use Districts under Proposed Zoning

B. HDR- High Density Residential

The intent of this district is to provide an area within the City for moderately dense residential development and growth, while maintaining a safe and healthy atmosphere for the district's residents. Single-family dwellings shall be permitted uses within this district, along with accessory uses. A variety of other residential uses, along with selected non-residential uses may be allowed as conditional uses, provided they meet all applicable standards and can be shown to be compatible with the district's objectives.

C. Business Districts

It is the intent of the Business District to provide for a wide range of commercial and related activities to safeguard and enhance the City's role as the economic center of northwestern Vermont. It is also the intent of this district to protect the historic and cultural characteristics which distinguish the City of St. Albans, and to enable a diverse range of uses, which contribute to the vitality and diversity of the Business District and to expand the tax base. Toward these ends, the Business District is composed of two subdistricts: B1 - Central Business Subdistrict and B2 - Transitional Business Subdistrict.

1. B1- Central Business Subdistrict

It is the intent of the B1 - Central Business Subdistrict to provide for a diverse range of business and service uses within the traditional business center of the City. The subdistrict is intended to protect and enhance the function of the downtown area as the primary commercial, financial, retail and governmental center of the region. It is designed to accommodate a wide variety of commercial activities, particularly those which benefit from pedestrian activity and access. Design criteria for the subdistrict are intended to protect the National Landmark Historic District and the special urban features of Taylor Park.

2. B2 – Transitional Business Subdistrict

It is the intent of the B2 - Transitional Business Subdistrict to provide for the location of a wide range of business activities. These activities support the function of St. Albans as the primary business center in the region and provide a wide range of goods and services for local and regional needs outside the downtown area. These areas are convenient to customers, preserve the carrying capacity of streets and require the provision of off-street parking and loading. Design criteria for the subdistrict are intended to encourage the expanded use and preservation of existing buildings or new construction, alterations, and enlargements compatible with the architectural character of the subdistrict.

D. S-IND – Service Industrial District

It is the intent of the S-IND Service Industrial District to provide for the location of a wide variety of service, industrial, manufacturing, distribution and research facilities providing employment opportunities and broadening of the tax base of the City. These locations provide good transportation and infrastructure access. All uses shall be in conformance with the performance standards found in Section 519 of these regulations. Due to the location of the district adjacent to residential areas, buffering shall be required to minimize conflicts between non-residential uses and residential districts.

CURRENT DESIGN REVIEW DISTRICTS

City of Saint Albans

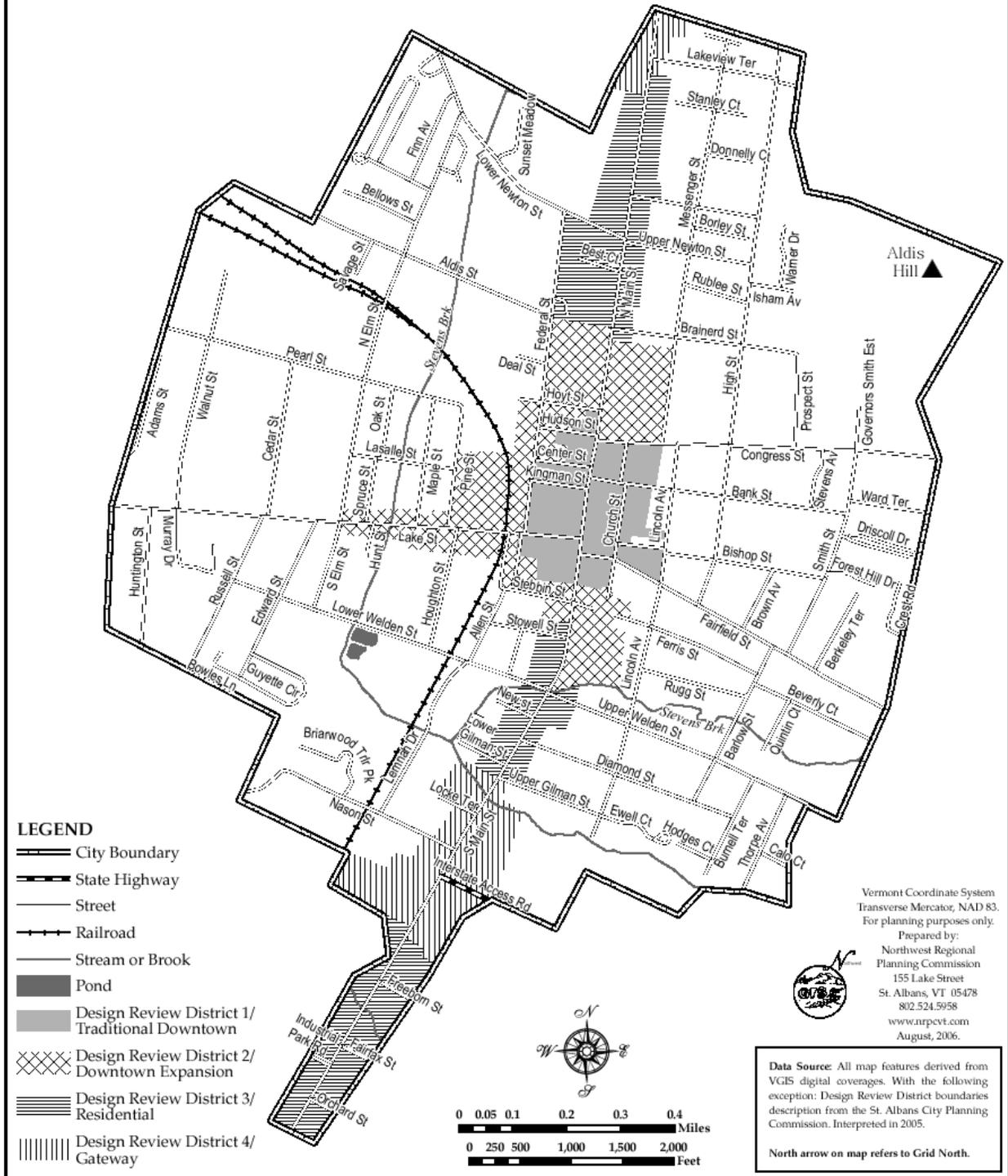


Figure 2.4 Current Design Review Districts

PROPOSED DESIGN REVIEW DISTRICTS

City of Saint Albans

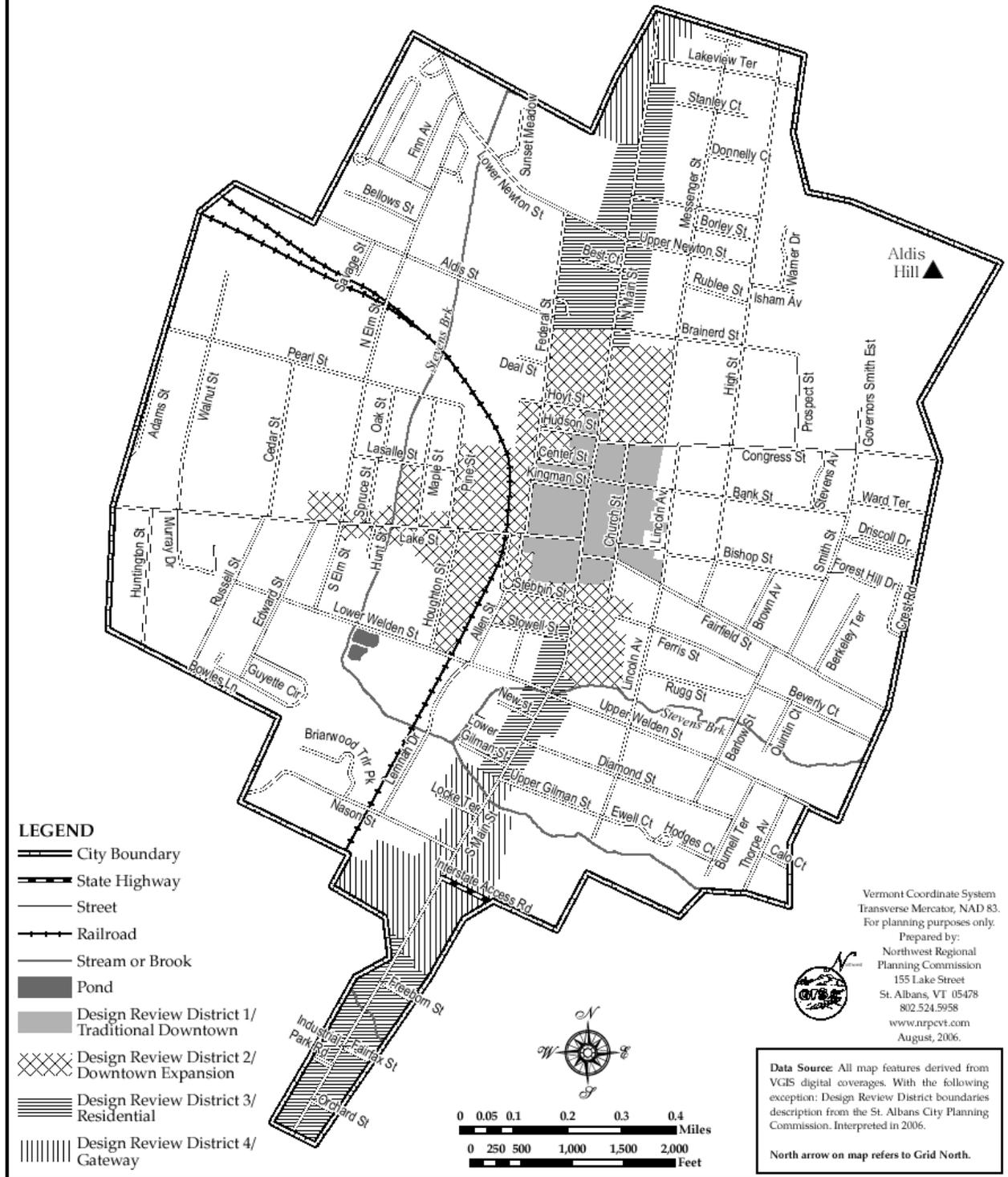


Figure 2.5 Proposed Design Review Districts

E. FHO- Flood Hazard Overlay District

The intent of this district is to minimize future public and private losses caused by development in flood hazard areas. Designation of this district is also required for the City's continued eligibility in the National Flood Insurance Program. Included in this district are all areas of special flood hazard as shown on the latest National Flood Insurance Program maps. The Flood Hazard Overlay District overlaps other districts established in this Bylaw; where the provisions of the underlying district differ from those of the Flood Hazard Overlay District, the more restrictive shall govern.

The Land Development Regulations also include provisions for site plan review, development review, clustered development in the form of planned unit developments (PUDs), sign regulations, a variety of performance, parking and landscaping standards, and development standards for specific types of uses.

2.4 Proposed Land Use

As of the writing of this plan, several changes to the current land use plan are being made, they include :

1. The Zoning District Boundaries were modified near SB Collins and in the vicinity of Ferris Street. The Zoning District boundaries were also modified for the area surrounding the former Fonda Plant. The Design Review Boundaries were altered to incorporate all of the designated downtown under design review.
2. Several changes are proposed for permitted and conditional uses, including: adding multi-family as a conditional use the in LDR district, combining several similar uses such as B&B and Lodging House, adding Clinic/Medical Facility as a conditional use in the B1 district, and making Hotels a conditional rather than permitted use in B2.

District Designations and Boundaries

The boundaries of all existing districts should be reviewed, in consultation with parcel maps for the City, to determine their continued appropriateness.

Goals, Policies, and Objectives

GOAL: To guide and direct the future development of the City according to a land use plan which recognizes historic development patterns and allows for reasonable rates of growth consistent with environmental and cultural values.

Policy: The City should continue to serve as the region's growth center, and as the economic, transportation, and governmental center.

Policy: Concentration of retail activity in the Central Business Sub-district should be continued. Other types of commercial development should be accommodated within the Business district, or other districts as PUD provisions allow. Mixed use of the Central Business Sub-district should be encouraged where compatible.

Objective: Land use regulations, including zoning and subdivision bylaws, should be changed to address changing needs and conditions identified through the planning process.

Policy: New development/redevelopment should be compatible with existing land-use, and should reflect the human scale/pedestrian orientation of the City.

Objective: Municipal and other public facilities should be centrally located wherever feasible.

Policy: The full potential for industrial development should be realized through the development of remaining available land within the service-industrial district, and through the coordination of development activities within the Town

CITY OF SAINT ALBANS, VERMONT

2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 3. TRANSPORTATION

3.1 Roadway System

Within the City of St. Albans, there are approximately 27 miles of roads, of which about 10 miles are classified as being state aid streets. Only 5 miles of roads in the City are classified as arterials.

As part of the St. Albans Traffic Circulation Study completed in 1991, Jacquemart Associates placed St. Albans City streets in functional classifications (Figure 3.1), an overview of which is provided below. It should be noted that many City streets are now used in a manner that encompasses more than one category.

- 1) **Interstate/Freeways:** There are no freeways in the City of St. Albans. However, the City does have access to Interstate 89, a four-lane freeway that runs north-south from the Canadian border to New Hampshire; and therefore provides City residents and local businesses with easy access to Burlington and Montreal. Access to I-89 is gained from the I-89 Connector at the southern end of the City (Exit 19) and to the north from Route 207 (Exit 20) in the Town of St. Albans.
- 2) **Arterials:** The arterials in St. Albans City are U.S. Route 7 (Main Street), the I-89 Connector, Route 36 (Lake Street), and Newton Street. Route 7 runs the full length of the state from Canada to Massachusetts. In the City of St. Albans, Route 7 has two travel lanes with on street parking on both sides. The I-89 Connector is a two lane limited access highway connecting Route 7 in the City with I-89. Route 36, also called Lake Street within the City (west of Route 7) and Fairfield Street (east of Route 7) runs east-west from Bakersfield to St. Albans Bay. Newton Street, also called Town Highway 3, runs east-west in the northern portion of St. Albans. Lake Street, and Newton Road are the only east-west access road between the City and the lake area.
- 3) **Collectors:** Some of the collectors in the City of St. Albans include Congress Street, Upper and Lower Welden Streets, Federal Street, Aldis Street, North/South Elm Street, Nason Street, Catherine Street, Allen Street, Bank Street (between Church Street and Route 7), Church Street, and Industrial Park Drive.
- 4) **Local Roads or Access Streets:** Examples of access streets are Ferris Street, Stebbins Street, Smith Street, Lincoln Avenue, Bank Street (east of Church Street), Lakeview Terrace, Farrar Street, Brainerd Street, and Diamond Street.

3.2 Traffic Conditions

The Jacquemart study includes an analysis of existing traffic conditions, accidents, a downtown parking assessment, future growth projections, and recommendations. Although this study was completed in 1991 many of its conclusions remain relevant today.

Traffic conditions often are described in terms of "level of service" (based on capacities, traffic volumes, and measures of delay), with the levels ranging from A, the best, to F, the unacceptable. Level of service C reflects the typical intersection level of service in the area, whereas D is generally considered the acceptable limit during peak hours. Level of service E indicates that the roadway or intersection is typically operating at or near capacity, which under most conditions is unacceptable.

The Jacquemart study reported that the following unsignalized intersections in the City were currently operating at unacceptable levels of service during the afternoon peak hour:

- Route 7/Route 105
- Route 7/Congress Street/Hudson
- Route 7/I-89 Access Road

In addition, the study noted that the eastbound left turn lane at the Main Street/Lake Street intersection was operating at level of service F during the afternoon peak hour; and the westbound left turn lane at the Main Street/Fairfield Street intersection was operating at level of service E during the morning peak hour (specific data are included in the study).

The study revealed that part of the traffic problem in the City is a conflict in the functional class system. For example, Main Street is an arterial being used to provide direct access to residences via driveways as well as numerous residential streets. In addition, angle parking along Main Street between Hudson Street and Stebbins Street, where vehicles back out onto the through travel lane, affects the flow of traffic. The study also identified a number of collector and residential streets in the City which are being used by through traffic to avoid traffic congestion on Main Street, resulting in a disruption to the smooth flow of traffic on these streets and to the neighborhoods through which they pass.

In response to these findings, the Jacquemart study recommended a number of immediate traffic improvements on Main Street, including the installation of a traffic signal at the intersection of Congress Street, the monitoring of the I-89 Connector intersection, and increasing the cycle length of Lake Street/Fairfield Street traffic lights.

TRANSPORTATION SYSTEM

City of Saint Albans

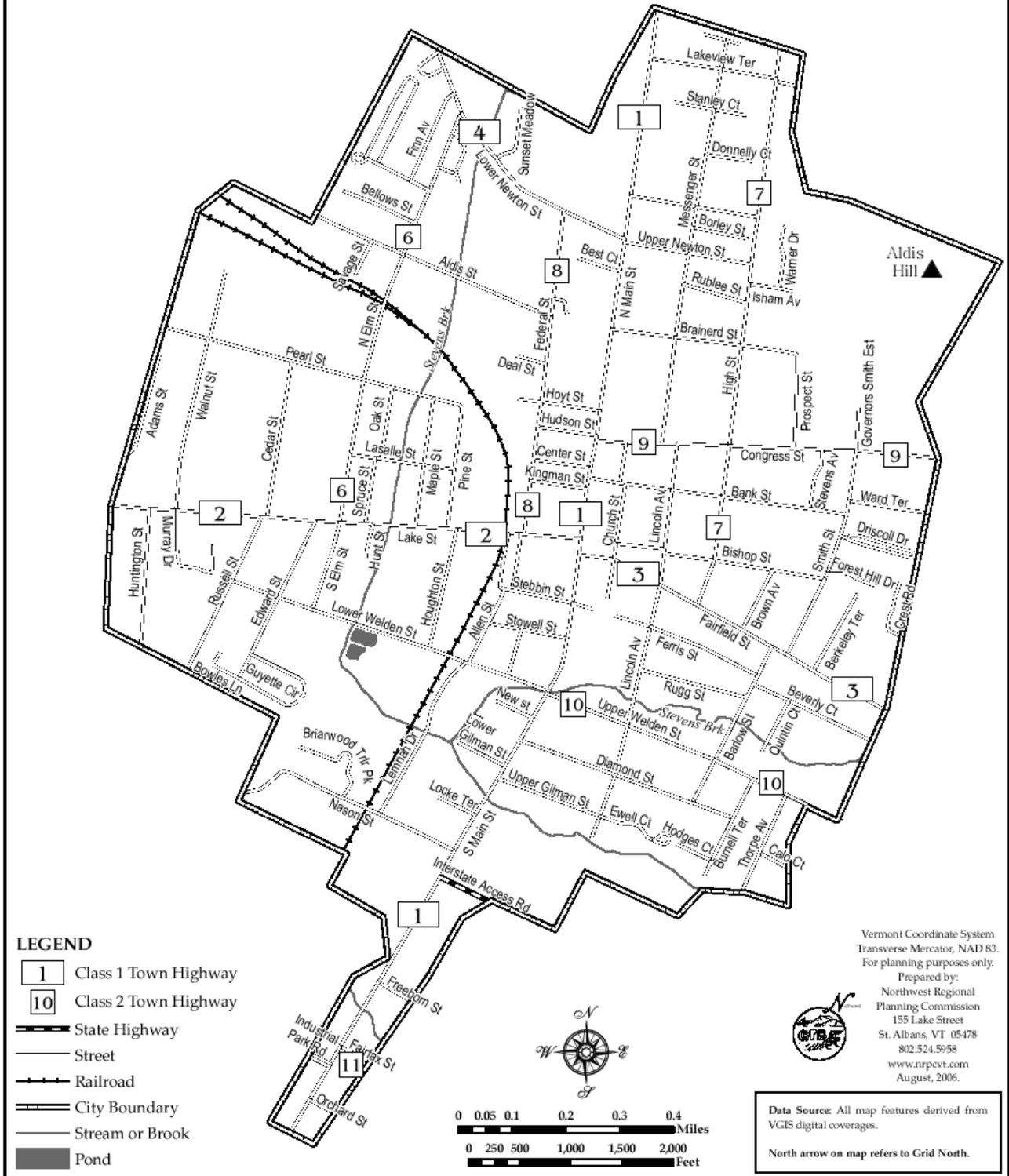


Figure 3.1 Functional Classification of Roads

Short-term future traffic projections for the City of St. Albans indicate that a total of eight of the unsignalized intersections will have movements operating unacceptably during one or both of the peak periods. These intersections include:

- Lake Street/North/South Elm
- Lake Street/Catherine Street/Federal Street.
- Main Street/Industrial Park Road.
- Main Street/Nason Street

In addition, several signalized intersections along Main Street will be operating at unacceptable levels during either the morning or afternoon peak hour.

Long-term future traffic projections for the City indicate that, by the year 2010, three of the four intersections that were assumed to be signalized by the year 2010 will again be operating unacceptably with regard to traffic flows at one or both peak hour periods despite signalization. In addition, by the year 2010, eleven out of fifteen intersections will be operating unacceptably during one or both peak hours.

The traffic study proposed a number of short-term and long-term solutions to these traffic problems. As noted, the study recommended signalization at various intersections along Main Street and monitoring for future signalization. It also recommended in the short-term (by 1996), changing Catherine Street to one-way northbound, the reconfiguration of the Federal Street/Lake Street/Catherine Street intersection, and redesigning the intersection at Main Street/Lake Street/Fairfield Street. The study also recommended a variety of long-term (2010) traffic improvements (Figure 3.2),

In 2002, Lamoureux and Dickinson Consulting Engineers, sponsored by the Northwest Regional Planning Commission, sponsored a second traffic circulation study to update findings of the 1991 study. Lamoureux and Dickinson found that traffic volume in St. Albans City has increased an average of 2% per year since 1984. Two locations, Congress St. at the City Line and Lower Newton St., have grown at more than 12% per year.

The Lamoureux Dickinson Study noted the following roadway deficiencies:

- Multiple/wide access points to lots on US Route 7
- Exit 19, Exit 20 and St. Albans Industrial Park proximity (safety, congestion, access management and aesthetic issues)
- Short cutting through downtown residential areas
- Shortage of parking in downtown area
- Outdated traffic signal equipment
- Speeding vehicles on City streets
- High accident locations (4 intersections and 4 segments)

LONG-TERM ROAD IMPROVEMENTS

City of Saint Albans

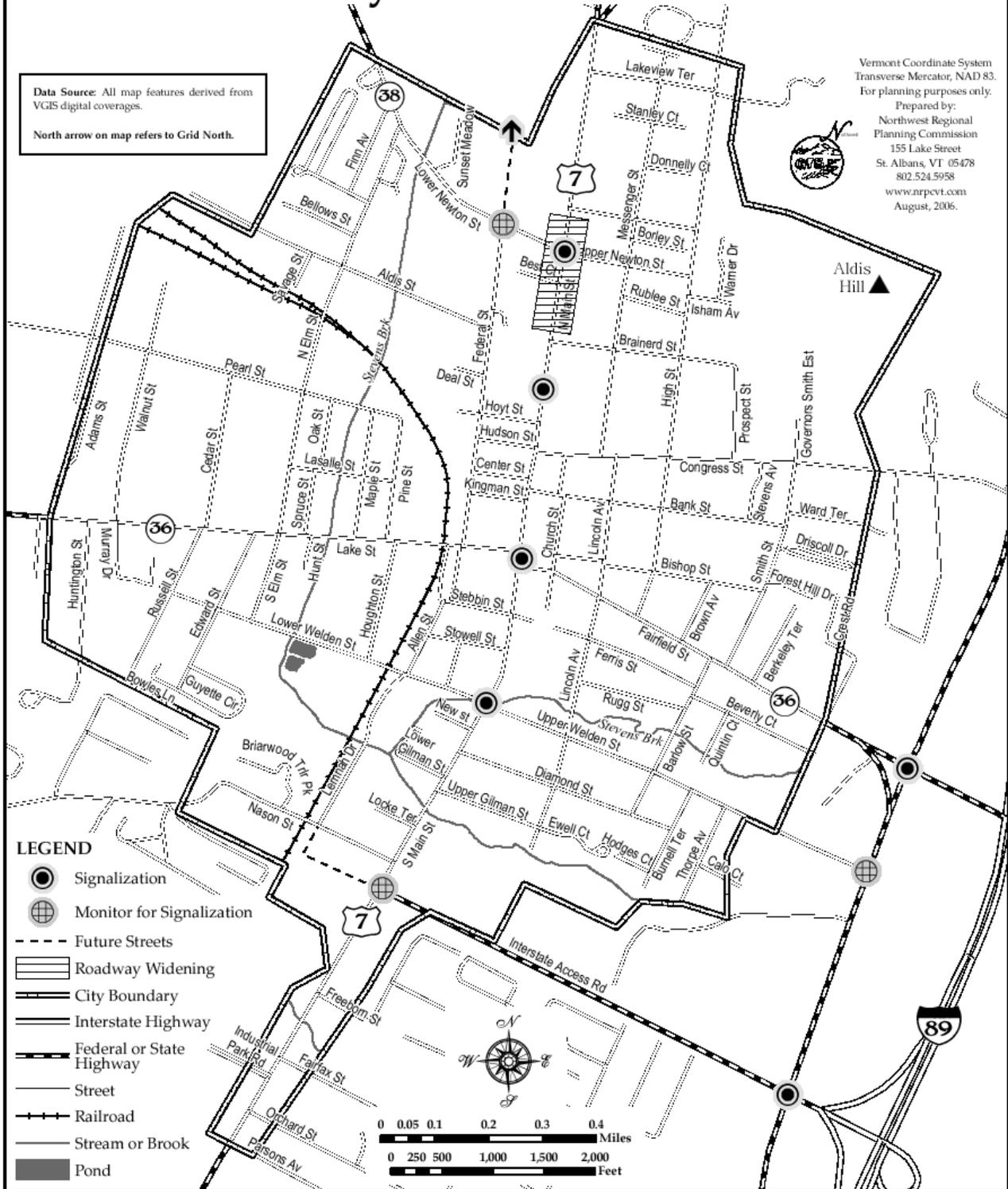


Figure 3.2 Long-term Road Improvements (2010)

Regarding traffic congestion, the study noted that the following intersections provide poor level of service:

- US Route 7/St. Albans State Highway
- US Route 7/Upper-Lower Weldon St.
- US Route 7/Fairfield St.
- US Route 7/Nason St.
- Lake St./ Federal St.

The most significant road improvement being considered in the City of St. Albans is the Federal St. Connector. This improvement would provide an arterial route paralleling Main Street by extending Federal Street southbound along the railroad tracks and by connecting it with Main Street via an extension of the St. Albans State Highway (SASH). In addition to actual improvements to the roadway itself, a Federal Street Connector also would require upgrades to sidewalks and improvements to the pedestrian network, particularly along bordering residential areas.

The Federal Street Connector has received the support of local officials including the Planning Commission, which favors the connector over major improvements to Main Street that might potentially alter the character of the downtown area. In fact, changed circumstances since 1991, including Town of St. Albans developments that create increased pressure on the sole North-South arterial in the City make the project far more urgent than originally thought. In addition, the Federal Street Connector could open up land for expanded business and/or service-industrial opportunities. A Federal St. Extension Study, sponsored by the Northwest Regional Planning Commission and performed by Cross Consulting, was completed in August 1995 and accepted by the City Council. In 2005, Resource Systems Group completed an update of the Federal St. Corridor Study. The City has begun purchasing key properties required for this project. Lemnah Drive has been extended to connect Lower Welden with Nason St. Additionally, the plans for the connecting loop from Nason Street to South Main Street has been completed, and the City is in the process of coordinating with affected property owners.

3.3 Public Transit Services

Daily passenger rail service in the City of St. Albans is provided by Amtrak. Private taxi service is available. Fixed route bus service, as well as elderly and disabled transportation is provided by the Northwest Public Transit Network. The Network operates a downtown shuttle service in the St. Albans area, and runs a commuter shuttle that brings riders from other Franklin/Grand Isle county communities into the St. Albans area from Alburgh and Richford. The CCTA operates the LINK Xpress bus connecting St. Albans with Burlington several times daily.

The 2005 Federal St. Corridor Study also recommended the creation of a Multimodal Center which would provide more efficient connections between the bus and Amtrak service in the City and serve as an intermodal connector in the Western Vermont Freight Corridor Program. The recommended Center would also connect to the sidewalk system as well as the Missisquoi Valley Rail Trailhead, located just outside the City limits in St. Albans Town.

Air transportation for residents and businesses in the City is available at the Burlington International Airport, located approximately 25 miles to the south. The Burlington International Airport, located in the City of South Burlington, is a full service facility classified by the federal government as a medium size airport, and serves as a port of entry to the United States. Accordingly, the airport has U.S. Customs facilities and accommodates international flights.

In addition, air transportation is available at the Franklin County State Airport, located in the town of Highgate. The Franklin County State Airport is state-owned, but privately leased and operated. No public carrier services the airport.

3.4 Parking Facilities

Public parking in the City's downtown business section consists of approximately 225 off-street parking spaces and 350 on-street parking spaces. Off-street municipal parking facilities consist of three lots: the North lot located behind City Hall, the Central Lot located between Kingman and Lake Streets, and the South Lot located between Lake Street and Stebbins Street. The Collins-Perley Park and Ride lot provides 56 parking spaces for those who carpool or ride the Link Xpress.

3.5 Bicycle & Pedestrian Facilities

The city of St. Albans has sidewalks along most of its streets. The City has implemented a pedestrian crossing system on Main St. with posted signs stating that traffic must yield to pedestrians in crosswalks.

St. Albans also has access to the Missisquoi Valley Rail Trail, a 26-mile multi-use path that extends from St. Albans Town to Richford. A bike lane connects the Rail Trail trailhead in St. Albans Town to the City just past Newton St. near the city line.

Annually, the City Council places the continuation of the sidewalk replacement program before the voters. It has passed overwhelmingly each year. The Council has an appointed sidewalk committee comprised of citizens and City Council members whose charge it is to determine replacement priorities, sidewalk width issues, maintenance and other associated technical issues.

In order to more efficiently utilize the sidewalk money approved by the voters, the City launched a pilot program in 2006 on Walnut St. to address streets that have 2 sides of severely deteriorated sidewalks. The program calls for sidewalk replacement on one side and removal on the other where appropriate. The City intends to monitor how this works and evaluate for future use. If successful as other communities have been with this strategy, this method can be used to stretch the sidewalk budget to cover a greater area of the City.

Goals, Policies and Objectives

GOAL: Improve traffic circulation to avoid congestion on City streets.

St. Albans has only one north-south arterial street (Main Street). The lack of alternate arterials creates traffic congestion on Main Street and is disruptive to neighborhoods as motorists use side streets as short cuts to avoid the congestion on Main Street.

Traffic impacts on existing streets should continue to be addressed during site plan and subdivision reviews.

Policy: Monitor traffic impacts of new development, and consider the requirement of traffic impact studies.

Policy: Incorporate pedestrian concerns in the planning for improved traffic circulation.

Policy: Promote the use of arterial and collector roads for through traffic.

Policy: Participate in inter-municipal and regional transportation planning to address regional traffic problems.

Objective: Create a new north-south arterial in the Federal Street corridor.

GOAL: Encourage alternate modes of transportation and improve transportation access for all residents and visitors

A City transportation center in the Federal St. area may be developed to coordinate the various transportation (rail, bus, taxi, and transit) services available to the city; and should be designed to connect bike paths across any future Federal St. connector. The connector and the transportation center should serve to reduce the traffic congestion on city streets, while still providing City residents and the central business district with access to a variety of transportation modes.

Policy: Encourage and promote use of Transit Network services and carpooling

Objective: Develop methods and incentives, such as educational programs and zoning incentives, to encourage alternative means of transportation

Policy: Coordinate multi-modal transportation services to help resolve city traffic problems

Objective: Create a task force including city officials and the chamber of commerce to develop a transportation center

Policy: Improve pedestrian, bicycle, and disabled access throughout the City.

Objective: Adopt a citywide pedestrian circulation/access plan

Objective: Improve pedestrian access in the city according to the recently released VTrans state guidelines.

CITY OF SAINT ALBANS, VERMONT 2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 4. UTILITY AND FACILITY PLAN

4.1 Overview

One element that sets an urban municipality apart from its rural counterpart is the amount of infrastructure that is required to support it. The locations of major facilities and services are shown in the City of St. Albans on the accompanying map (Figure 4.1).

4.2 Government Services

The City has a manager form of government. City Hall, located on Main Street, houses Council Chambers and offices for the Mayor, Manager, Zoning and Planning, the Listers, the Clerk and Treasurer, and Community Development.

The City Council appoints the City Manager, who in turn hires listers, auditors, the fire chief and police chief, the superintendent of public works, the recreation director, the building inspector and other employees. The Council appoints the Planning Commission and the Zoning Board of Adjustment. The Council also approves the Zoning Administrator, based on the recommendation of the Planning Commission, and recommends candidates for Health Officer to the Vermont Department of Health.

4.3 Public Safety

Police Services

The City Police Department is located in the Municipal Complex on Lower Welden Street, which also houses the Fire Department, the Recreation Department and Central Dispatching. The Department has no lock-up facility on site. All prisoners are transported to the Northwest Correctional Center in St. Albans Town. There are no formal agreements between the City Police Department and the State Police or County Sheriff; however, assistance is provided as needed.

The City presently has the 12th largest police force in Vermont. Police protection is provided on a 24 hour per day basis.

Major equipment assets of the Department include police cruisers, a motorcycle, an animal control van, office computers and software, furnishings, and a central dispatch system. These items are scheduled for replacement as needed through line item budget requests.

The Department has made significant advances in its ability to provide service to City residents in the past few years. One of the key improvements was the establishment of a central dispatch unit

and 911 service. Improved communications allows for rapid and efficient dispatch of all emergency personnel, and improved response times.

UTILITIES AND FACILITIES

City of Saint Albans



Figure 4.1 Community Facilities

Equipment needs are expected to be minimal, other than normally budgeted items scheduled for replacement or upgrading.

Fire Services

The St. Albans City Fire Department also provides 24 hour per day fire and rescue service to City residents. The Department rescue services include response to accident and medical assistance calls.

Fire calls are received by the central dispatch office through a combination of communication systems, fire phone, call boxes, and building alarms systems. There are approximately 100 fire alarm boxes located throughout the City.

Major fire fighting equipment on hand includes the following:

- 2000 Pierce Pumper
- 1982 Pirsch Aerial ladder truck (100 ft. ladder height)
- 1970 Pirsch pumper (1,000 gpm)
- 1981 Ford bucket truck
- 2002 Chevy S-10

Other major equipment includes the alarm panel, an air bag system, pagers, air packs, fire hose, small extraction equipment, portable radios and radio console, and street fire alarm boxes.

The water system and hydrants are checked routinely to insure adequate residual water pressure and proper functioning. There is ample water supply and pumping capacity in the event of a major fire. The current upgrade of the water system will improve water distribution and reserve capacity.

Generally speaking, fire equipment is in good condition, and is adequate to meet local need.

The Fire Chief believes the City is well able to meet fire service needs for the next five years, based on current fire service rating criteria and continued municipal funding. In 2005, the Insurance Service Office reevaluated the fire service rating for the City.

Emergency Medical Services

Ambulance services are provided to the City under contract by AmCare Ambulance Services, located at 256 South Main Street in the City. All emergency service providers in the area have cooperative backup agreements to ensure available coverage at any time.

AmCare operates three ambulances. One ambulance is available for use in the City at all times. AmCare receives calls through E911, which has enhanced the efficiency of their emergency response. According to AmCare personnel, average response time is estimated to be within three to four minutes within the City.

New ambulances are proposed for purchase at the rate of one unit every two years. Other than these, no large capital outlays are expected over the next few years. AmCare staff is confident that the emergency service needs of the area are being adequately met at reasonable cost, and will continue to be for the foreseeable future.

Emergency Response Planning

City officials have completed a response plan for the City, which has been incorporated into the District's planning document. Within the next five years, it is anticipated that a region-wide emergency response center will be located in the City and possibly tied into central dispatching operations.

4.4 Public Works

The Public Works Department is located on Aldis Street. The garage and office are adequate in terms of both available space and the condition of the facility. The land and building are City-owned.

The Department is responsible for the maintenance of public lands, buildings, and utilities. These include, among other things, snow removal, street and sidewalk repair, water and sewer line installation and repair, landscape maintenance, and general repair of public investments.

Equipment at the public works facility includes the following: two 2 1/2 ton dump trucks, three one-ton dump trucks, a three-quarter ton truck, a pick-up truck, a grader, a backhoe with plow, a bobcat, a Vactor truck, a sidewalk plow, a street sweeper, and plows and sanders for all trucks. The equipment is in good operating condition, and is reconditioned or replaced on a regular schedule. The City's equipment and facility needs are at acceptable levels for the next five years. Other infrastructure needs are addressed below.

Municipal Water System

City water comes from two sources: Lake Champlain, and from two surface and spring fed reservoirs located in the Town of Fairfax (St. Albans-N, St. Albans-S). The estimated safe yield from the Fairfax source is 2.25 million gallons per day (GPD); the design capacity of the Fairfax treatment plant is 3 million GPD. The yield from Lake Champlain is limited only by the capacity of the system. The design capacity of the Maquam plant is 3.0 million GPD.

Actual water production averages 2.1 million GPD. Metered water usage averages 1.9 million GPD. A system loss of about 15%, from water line leakage and the periodic flushing of water mains, accounts for the difference between water processed and water actually used.

System improvements required under the Federal Safe Water Drinking Act have been made, and should resolve quality problems. The old Maquam shore plant has been totally demolished and a new 3 MGD processing facility came on line during late calendar year 1994. The Fairfax facility

has undergone extensive improvements, including replacement and/or modification of the entire filtration systems.

Distribution to the City is made possible by several large water mains, pump stations, a one million gallon storage tank, and miles of smaller distribution lines. Historically, the Fairfax supply has served as the primary source since it is a gravity fed system, thus less expensive to operate. The condition and age of the distribution system varies widely. It is estimated that the majority of lines are less than 50 years old, but some are 100 years old. Lines are replaced as needed. The recent mapping of the entire system should facilitate the repair of lines and help determine the impact of new users on the system.

Presently, water extensions and hookups are authorized by the City Council and/or City Manager.

Municipal Wastewater System

The St. Albans City wastewater treatment plant has a design capacity of 4 million GPD. It provides advanced tertiary treatment to wastewater before discharging it into a marshy area of Stevens Brook, and from there into St. Albans Bay.

Under the present treatment system, wastewater is subject to three levels of treatment before being discharged from the plant. Primary treatment removes 30% to 50% of organic pollutants and suspended solids through a screening and settling process. Secondary treatment removes 80% to 90% of organic materials and suspended solids through a combination of biological and mechanical processes. Advanced tertiary treatment removes selected synthetic organic compounds, and reduces further the level of nutrients harmful to water quality, including phosphorous and nitrogen. Phosphorous loading, which is of continuing concern in St. Albans Bay, has been greatly reduced from the plant through the addition of this treatment process. Wastewater also is chlorinated and dechlorinated prior to being discharged into Stevens Brook Marsh.

The existing treatment system is highly effective and much improved. According to reported flow data from the Agency of Natural Resources (February, 2006), the plant is now operating at approximately 78% of its total capacity. The plant is designed to treat fully up to 4 million GPD continuously and up to 8 million GPD for short durations. Stormwater in excess of 8 million GPD receives, at a minimum, grit removal, primary clarification and chlorination.

Approximately 40% of the City's sewer system is separated from stormwater. This means that stormwater makes its way to the wastewater treatment plant and is processed. Therefore, reducing the amount of infiltration /inflow to the collection system, hence to the treatment plant, could significantly increase the available hydraulic capacity of the plant.

Currently residential users account for approximately 53% of water used and wastewater generated, with the remaining 47% being from commercial and industrial users. Commercial and industrial discharges create special problems for the wastewater system. The composition of the effluent itself is a major determinant of plant capacity. Treatment plants use biological or bio-

chemical processes in the treatment of waste. Wastewater with a high percentage of organic compounds requires large amount of dissolved oxygen to "feed" the microbial and bacterial processes necessary to break down and decompose these compounds. The amount of oxygen consumed or required is known as the "biological oxygen demand" (BOD). The BOD capacity of the plant is a limiting factor, particularly for certain types of manufacturing uses. Past BOD capacity upgrades have been paid for directly by the users that generate the need for the additional capacity.

Another limiting factor in the operation of the plant is the ability to store and dispose of sludge generated in the treatment process. The City's acceptance of septage for treatment increases the amount of sludge produced. It is increasingly difficult to use state approved disposal fields where sludge is injected according to existing plans and permit requirements. The City has entered into a contract with a dewatering company. The sludge will be dewatered from the sludge holding tanks to a concentration of 20-25% solids prior to offsite disposal. The dewatering is performed by a centrifuge set up at the plant. Sludge removal has been the fastest rising expense to the wastewater budget, reaching \$300,000 for FY '07. As of the writing of this plan, an agreement has just been entered into with an engineering firm to study sludge removal options and determine the best way for the City to proceed.

If a treatment plant reaches 80% of its design capacity for 90 consecutive days, the municipality must inform the Agency of Natural Resources and indicate how they intend to continue treating wastewater. This could entail a range of actions, from system expansion to moratorium or ban (for a specified period) on new hookups.

4.5 Solid Waste Management

The City is currently a member of the Northwest Vermont Solid Waste Management District, based in St. Albans. The District, organized in 1987, adopted a solid waste management plan in 1991, approved in 1994 by the Agency of Natural Resources, and updated in 1995. The plan emphasizes waste stream reduction, recycling, composting, and the disposal of remaining wastes in a lined landfill. A landfill site located in the Town of Sheldon which will provide over 20 years of landfill capacity for District members has been purchased.

According to a 1995 study commissioned by the Solid Waste District, prepared by C.T. Donovan Associates, 1994 waste generation for the City was estimated to include 2,192.2 tons of residential waste, and 11,843.96 tons of industrial waste. The ratio of residential to industrial waste varies quite a bit from that for surrounding communities. Industrial waste in the City accounts for 82% of the total waste generated; the County average is 58% industrial waste and 42% residential. The recent implementation of mandatory recycling in the District has resulted in an estimated reduction of 10% of what would normally be landfilled residential waste, and a 15% reduction in industrial waste that would likewise be landfilled.

Residential and commercial waste is collected by private haulers who deposit it in a transfer station in the Town of Highgate, for eventual disposal in the lined landfill in Coventry, Vermont. Recyclables are also collected by haulers and also taken to this transfer station.

4.6 Recreation

The City's Recreation Department offers a wide variety of programs and services including swimming, skating, soccer, volleyball, basketball, softball, craft and fitness programs, and an assortment of adult classes, including flower arranging and knitting. A less defined but equally important function of the Department is assisting with community events and activities. Recreational facilities are shown in Figure 4.2. There are other independently ran sports programs such as the St. Albans Hockey Association, Hard'ack Ski Association and Babe Ruth Baseball that serve area youth.

The City has obtained a number of federal and state grants to update and develop recreational assets. Federal Land and Water Conservation Fund (LWCF) grants have been instrumental in developing or improving many facilities. A Community Development Block Grant allowed for the construction of the City pool. Many of these grants have required local matches, which have been met through the efforts of local groups, volunteers and businesses who raised money and donated time and materials. The City is also exploring partnering with the Town of St. Albans to provide recreational services.

Facilities for which the Department is currently responsible include:

City Hall:

The City Hall auditorium has a court area that is extensively used for basketball, volleyball, aerobics, and other community events.

Barlow Street Community Center

Following the completion of renovation to the old Barlow Street School property, located in the southeast section of the City, the Recreation Dept. relocated its facilities here. The Community Center facilities have an outdoor basketball court, tennis courts, a soccer/softball field, and a playground. Recreation Department offices are also located here, along with a teen center, children's pre-school program, and two community rooms that are leased by groups wishing to use them.

Houghton Park

This park, located in the southwest section of the City has tennis courts, basketball courts, softball fields, and a playground, and will soon be expanding its locker rooms for youth football. A skate park for teens is now located at the Department of Public Works facilities on Aldis St.

Taylor Park:

The Park has undergone several improvements over the past few years, including sidewalk and lighting improvements, the installation of outdoor furniture, reflection pool renovations, restoration

of the historic Maiden Fountain, and the construction of a bandstand. These improvements, designed to be in keeping with the character of the Park, have made for a more pleasant and safer park environment. Taylor Park serves as the focal point for many community activities and events such as farmers markets, fairs, concerts, and the annual Maple Festival.

Little League Fields:

Little League is a separate, independently funded organization. Four Little League fields are maintained in the northwest section of the City on lands leases from the Central Vermont Railroad. The City's Recreation Department helps with field maintenance. St. Albans Little League and the City of St. Albans are working diligently to address the ownership of the fields to insure that this valuable community asset is preserved for future generations.

Aldis Hill: Aldis Park and Hard'ack:

Aldis Park, located atop Aldis Hill in the northeast corner of the City, managed by the Aldis Park Board of Trustees, includes three to four miles of trails and two lookouts. It offers city residents a unique natural setting for hiking, wildlife observation, outdoor education, family outings, and other undeveloped forms of outdoor recreation.

Hard'ack, also managed by a Board of Trustees, is located just outside of the City boundaries on the southeast side of Aldis Hill. This recreational area has a soccer field, tennis courts, and a cleared slope with a tow line and snow-making capabilities for winter sliding, skiing, and snowboarding. The Recreation Dept. Director sits on the board of trustees, and the Department assists in winter operations and provides summer maintenance work. The Department also runs a youth soccer program at the fields in the fall.

City Pool:

The City owns and operates an outdoor pool located on Aldis Street across from the elementary school in the northwest corner of the City.

Recreation Paths:

Recreation Department staff assisted the Department of Forest, Parks and Recreation and the Central Vermont Rail Trail Committee in the establishment of the Missisquoi Valley Rail Trail, a multiple-use recreational trail, beginning at the City limits near Newton St. and ending in Richford, VT.

Education:

Four major educational facilities exist within the City's borders, City Elementary School, Bellows Free Academy, Community College of Vermont and Town Central School (see Figure 4.1). The first three serve, in whole or in part, students from the City.

City Elementary School:

The St. Albans City Elementary School, built in 1968, has a present capacity of about 1,120 students, in grades K-8. Enrollments have been declining. Significant decreases or increases in enrollments could have an adverse impact on programs. Thus, a stable population is in the City's best interests.

Elementary school administrators indicate that the school functions well and provides worthwhile educational opportunities for its students. Staff, administration, the school board and parents work together to make the local elementary school an asset to the community.

Bellows Free Academy:

Bellows Free Academy (BFA) serves as a regional public high school. Presently, five trustees are elected to govern BFA, three by the City voters and two by the Town of St. Albans voters.

Tuition students, an increasing percentage of total enrollments, are accepted from surrounding communities, including Alburg, Bakersfield, Fairfield, Georgia and Sheldon. While the City continues to send the highest number of students to BFA, City students as a proportion of total enrollments are expected to remain below 40 percent.

The school provides a high level of comprehensive educational services to its students. The overall curriculum includes courses in the sciences and fine arts, math, languages, history, business and health education, athletics, diversified occupations, and adult education. The school also offers space for the Community College of Vermont, community groups, public meetings and events, and special functions.

In 1990 Wiemann-Lampere Architects, at the direction of the BFA Board of Trustees, undertook an assessment of the physical expansion and program needs of the high school. The resulting study report identified the need for additional space to accommodate projected enrollment and to meet program requirements and Vermont's Public School Approval Standards.

The original school building was constructed in the early 1930s. Newer additions house a gymnasium and vocational programs. BFA acquired the old St. Albans Hospital Building in 1996, and converted the space to classrooms and laboratories. Vermont Interactive Television and the local public access station were given space in the new building as well.

BFA operates the Collins-Perley Sports Complex, located about one and a half miles away, in the Town of St. Albans. The facility is used for all sports programs except basketball.

The Northwest Technical Center, located at BFA, provides low-cost vocational education courses for students and area residents. These courses are designed to assist employers and employees alike by providing the skills and training necessary for local businesses and industry and for the self-employed.

Community College of Vermont:

The Community College of Vermont (CCV), located in a new building on South Main Street, locally serves the needs of adults seeking associate degrees, specific training or personal enrichment, or wishing to continue on to advanced degrees. CCV is part of the Vermont State College system and is duly accredited.

While traditionally a liberal arts institution, efforts between CCV and the Franklin County Industrial Development Corporation in St. Albans have resulted in expanded training in the vocational and technical skills needed to provide local industries with a skilled labor force.

Town Central School:

Town Central School, situated within the City on South Main Street near the interstate access road, serves an ever-increasing enrollment of Town of St. Albans students, in grades K-8. While the school provides no tax revenues or services to the City, it draws upon City services, including police and fire. Moreover, it is expected to generate increasing traffic on the City's only north-south arterial. All these factors present a special challenge to the City's ability to control its own destiny.

4.7 Library Services

The St. Albans Free Library, located on Maiden Lane off of Taylor Park, provides public library services to City and the Town, and surrounding communities. Funding comes from a combination of property taxes (60% of tax revenue comes from the City, 40% from the Town), endowments and trusts, donations, user fees, and fund raising events.

Facility improvements and space considerations have long been a concern of Library Trustees. Major facility improvements to the library were performed in the late spring/summer of 2001. These improvements doubled the size of the building from roughly 4500 sq. ft. – to approximately 9000 sq. ft. The project also involved increasing the library’s collection, and transferring from a paper card catalog to a computerized one. Bonds issued in the City and Town funded construction.

4.8 Health Services

St. Albans City and Town are home to the Northwestern Medical Center, the region's only hospital. The services provided at the facilities include 24 hr. emergency care, intensive care unit, general medical & surgical center, OB/GYN services, in/outpatient surgical services, occupational health/industrial medicine, and a host of support services including medical labs, x-ray services, and physical therapy. The Medical Center continues to expand, and in recent years has added new parking and office space.

The City serves as a central focal point for many other health care providers, both public and private, within the region. Other health care providers serving the city include Northwest Counseling Services, the Vermont Health Department, Planned Parenthood, Franklin County Home Health Agency and a variety of private health care professionals from dentists to optometrists.

4.9 Childcare Services

The childcare industry can contribute to the local economy by creating jobs and supporting a stable workforce. The accessibility, affordability and quality of childcare may affect a parent’s ability to enter and remain in the workforce and to be a productive employee. Finding high quality and affordable childcare is a growing concern for existing and prospective families.

4.10 Utilities

Electric Service

The City is served by power provided by the Central Vermont Public Service Corporation (CVPS). CVPS officials indicate that there is an ample supply of power for the St. Albans area over the next ten to fifteen years.

Natural Gas

St. Albans City is one of 14 municipalities in Vermont that is served by natural gas. Vermont Gas Systems, Inc. purchases natural gas from suppliers in Canada and delivers the gas to customers via a network of underground lines. The main transmission line runs west of the City, through the Town of St. Albans. Distribution lines provide local service.

Cable Service

Cable television service is available in all parts of the City through a private cable company. Signals are received through antennae and satellite dishes located on Aldis Hill, and transmitted via distribution lines to individual residences.

Telephone Service

Telephone service is provided through Verizon and up to nine other companies at present. Verizon has a newly renovated digital switching office located on Bank Street in the City, and should have ample capacity to meet future needs for service. Touch-tone service and fiber optic lines are now available.

Internet Access

Comcast provides two levels of broadband internet access using coaxial cable throughout the City for its subscribers. Verizon provides DSL broadband access as well for individuals and businesses. Verizon also provides T1 lines for business use as well as dedicated private network service. In addition, Telecove/Level 3 just launched a fiber optic cable ring around the city and Northlink led by EDCNV will also be soon bringing Fiber to the area as well.

Goals, Policies, and Objectives

GOAL: To plan for, finance, and provide an efficient system of public facilities and services to meet future needs

Policy: The rate of growth in and around the City of St. Albans should not exceed the ability of the community and the area to provide facilities and services at reasonable cost to the taxpayer

Policy: New development should be phased in as necessary to minimize negative fiscal impacts

Policy: City officials should continue to explore creative financing methods of financing needed to improvements in order to reduce the burden of cost on local taxpayers

Policy: Public investment should be planned so as to minimize development pressure on agricultural and forest lands, and other important natural resources located outside of the designated St. Albans growth center.

Objective: In conjunction with the Town of St. Albans, adopt specific policies with regard to expansion of municipal services, based on mutually acceptable rates of growth, and delineate the location of future service expansions within the designated growth area.

Objective: Revise the City's current wastewater allocation formula to include more specific criteria for the allocation of remaining uncommitted reserve capacity in relation to anticipated need and desired patterns of growth.

Objective: Prepare a capital budget and program, based upon an accepted rate of growth, which prioritizes capital needs identified in this plan and in other related documents or studies, and outlines the timing and financing of needed improvements.

Objective: Consider the adoption of an impact fee ordinance and/or other types of negotiated exactments in order to share the burden of costs arising from new development.

Objective: Coordinate and review the development proposals by city officials to ensure that public health and safety needs are identified and met.

GOAL: To broaden access to the educational and vocational training opportunities sufficient to ensure the full realization of the abilities of all City area residents.

Policy: Private and public sectors interested in the promotion of educational opportunities should coordinate actions and develop programs which will provide the education, skills, and training or retraining necessary for employment in local businesses and industry.

GOAL: To maintain and enhance recreational opportunities for City and area residents and visitors to the region.

Policy: Growth should not significantly diminish the value and availability of outdoors-recreational opportunities.

Policy: Public access to non-commercial outdoor recreational opportunities, such as hiking trails and recreation paths, should be identified, provided, and protected wherever appropriate.

GOAL: To ensure that the regulation of land development in the City of St. Albans does not negatively impact the availability of safe and affordable childcare.

Objective: Assess the need for and availability of childcare services.

GOAL: To pursue affordable access to an interactive, open, broadband network capable of supporting applications and services using integrated layers of voice, video and data, with sufficient capacity to meet the ongoing information, communications and entertainment needs of the city's citizens, businesses, institutions and municipal government

Policy: The City of St. Albans should pursue the development of Broadband networks to enhance core infrastructure of the City of St. Albans.

Policy: City government will support working with the private sector, as well as the state and other municipal governments, to encourage the deployment of high-capacity broadband.

CITY OF SAINT ALBANS, VERMONT

2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 5. NATURAL AREAS, SCENIC, & HISTORIC FEATURES

While the City of St. Albans is the urban center of Franklin County, natural and open spaces do exist. Aldis Hill, in the northeast corner of the city, is the City's most significant natural area. The "hill" is a highly valued natural asset; however only a portion of Aldis Hill –Aldis Hill Park – is preserved for public use. Residential development continues to encroach on the lower slopes and limits public access to its upper reaches. Its value as a unique, relatively untouched natural area in the midst of an urban environment, and the physical restrictions it presents for most forms of urban development, suggest that further measures to protect Aldis Hill are warranted. Possible options include the purchase of additional land or easements, the strengthening of local development restrictions in this area, and developing joint agreements with the town for the creation of an intermunicipal and regional natural area. Access points and trails also should be protected for future public use.

There are also a number of smaller parcels of green and open space scattered throughout the city . These include public parks and ballfields (20 acres), and cemeteries (25 acres) linked together by tree lined streets; as well as private lawns and gardens (101 acres). Public Parks represent about 1.7% of the city's open space.

Despite channelization, many stretches of Stevens, Grice, and Rugg Brooks retain some of their natural character, flow, and aesthetic appeal.

The unique character of St. Albans City is derived from its numerous historic buildings and its classic nineteenth century urban form. The City's downtown area is listed on the National Register of Historic Places, and the following buildings serve as historic architectural landmarks:

- On the East Side of Taylor Park – the Courthouse, the Franklin County Grammar School (now the St. Albans Historical Museum, and a number of churches).
- In the commercial center – the Post Office, the Sherwin Williams building, and the Fishman and Brainerd blocks
- On Main St. – The Hathaway House, the Houghton House, and the Stranahan House
- Other Buildings of Historic or Architectural importance in the City are:
 - the Warner Home
 - The Central Vermont Railway Headquarters
 - Holy Angels Convent
 - St. Albans Hospital Building
 - Smith Mansion Property on Congress St.
 - The Messenger and Barlow St. schools

The St. Albans Historical Society Museum recently underwent major renovations. The usable space was extended to include the third floor of the historic school building. Other updates include new meeting space and improved handicap accessibility. A map showing the extent of the Historic District is shown in figure 5.1.



Figure 5.1 St. Albans Historic District

Goals, Policies, and Objectives

GOAL: To identify protect and enhance important local features, including local natural areas and open spaces; streams, floodplains, and wetlands; and significant scenic areas and views; all of which contribute to the quality of St. Albans City's environment and unique sense of place.

GOAL: To maintain and improve the quality of air, water, wildlife habitat and land resources in accordance with the principles set forth in the ten criteria of Act 250 [10 V.S.A., Section 6086(a)].

Policy: Key natural features such as hilltops, slopes over 20%, groundwater recharge areas, wetlands, floodplains, streambanks, and local drainages should be protected or enhanced through local zoning and subdivision regulations. In particular, streambanks and waterways in the city should be protected by vegetated buffer strips. These controls are intended to provide for adequate open space within the city.

Policy: The City Planning Commission and Zoning Board, using the environmental principles found in Act 250, should consider natural features in the course of development reviews.

Objective: Establish a conservation commission to oversee the City's natural resources, and to advise the Planning Commission, Zoning Board of Adjustment and City Council concerning the protection of local natural features and environmental quality.

Objective: Strengthen the City's existing land use regulations as necessary, including the incorporation of specific site development and design standards, to ensure protection of significant natural areas and local environmental quality. Particular attention should be given to Aldis Hill, and the protection of streams and waterways.

Objective: Cooperate with the Town of St. Albans and participate in regional plan development and state regulatory proceedings to ensure the protection of viable agricultural land, adjacent to the St. Albans Growth Center.

Objective: Identify ways to protect and increase public access to local natural features, and in particular Aldis Hill.

Objective: Organize and promote, in conjunction with local civic groups, citywide green-up days, including an annual clean up of Stevens and Grice Brooks.

GOAL: To continue to identify, protect, and preserve important historical and architectural resources within the city; and to maintain the historic and urban character of St. Albans City.

Policy: New construction (additions, infill, and replacement development) within the City, and particularly within the downtown Historic and Design Review districts should be compatible with the existing historic and architectural character of the area.

Policy: The City should encourage the preservation of significant historic buildings

Policy: The City should encourage the re-use and restoration of existing historic structures prior to their demolition or conversion to inappropriate uses. If demolition of an historic structure is necessary, it should not proceed until adequate historic and architectural documentation of the structure has been completed.

Objective: Work with local heritage and historic preservation groups to inventory, maintain and enhance cultural resources, to integrate preservation with local economic development activities, and to provide technical assistance to property owners

Objective: Incorporate delay provisions for historic structures in demolition ordinances to allow time for local officials and property owners to explore alternatives, or to allow for historical documentation prior to demolition

Objective: Participate in the Vermont Division of Historic Preservation's Certified Local Government (CLG) Program to obtain state funding for historic preservation. Also participate in the National Trust for Historic Preservation's "Main Street Program"—an economic development program designed for small urban areas that is based on the premise that one of the community's greatest economic assets is its unique historic and architecturally significant structures.

GOAL: To protect and enhance the quality of the City's built and natural environment, its identity and sense of place, its economic development potential, and the overall quality of City life through the encouragement of appropriate siting and design.

Policy: New development within the City should be compatible with and integrated into the surrounding natural and built setting; and with traditional scales, patterns, forms, densities and development. Clustered rather than strip forms of development should be encouraged.

Policy: The intimate, pedestrian scale of the City, and particularly of the central business district, should be maintained and enhanced.

Policy: New development should be reviewed by the Planning Commission, Zoning Board, and Design Advisory Board (where appropriate) in accordance with appropriate design standards and associated guidelines.

Policy: Public works should maintain a high quality of design; also improvements in design and placement of utilities that affect the public environment should be encouraged.

Objective: Develop a long-range public landscaping plan, planting and maintenance program, and tree protection ordinance for the city.

Objective: Encourage underground placement of utility lines in new development, and work with local utilities and other providers to replace existing above ground lines with underground lines.

Objective: Identify specific public areas within the city which could be improved in their appearance and design, and provide public amenities appropriate to the City's role as a regional commercial and government center.

Objective: Organize and promote, in conjunction with local civic groups, volunteer downtown and citywide landscaping and beautification efforts.

CITY OF SAINT ALBANS, VERMONT 2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 6. IMPLEMENTATION PROGRAM

6.1 Overview

All too often, once a plan is adopted, it is placed on a shelf to gather dust. The plan is most useful as a living document: a work in progress, a reference, a guide for use by local officials and area residents. It is the local Planning Commission's responsibility to work with City officials and community leaders to ensure that the plan is translated into action.

6.2 Adoption and Review

The plan is adopted by the City Council, following public hearings, as outlined in 24 VSA, Chapter 117. With plan adoption, the City has a blueprint for growth and development over the next five years and beyond.

Submission to the Regional Commission for approval is optional under state law; but is necessary for the adoption of a Capital Budget and local planning funds.

6.3 Implementation Tools and Techniques

There exists a variety of tools and techniques available to implement the plan. The State of Vermont enables communities to pass laws concerning zoning and subdivision regulations in order to implement municipal plans. Specific implementation tools include, but are not limited to, site plan review, overlay districting, conditional use criteria and performance standards, planned unit and planned residential development provisions, buffering and setback requirements, impact fee ordinances, official maps, land acquisitions, capital budgeting, and special assessment districts. In addition, participation in Act 250 hearings is available to address the City's regional concerns.

CITY OF SAINT ALBANS, VERMONT 2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 7. COMPATIBILITY WITH ADJACENT MUNICIPALITIES

It has been recognized throughout this planning process that St. Albans City serves as a center for regional, as well as local, growth and development. The City shares its municipal borders only with St. Albans Town; however the City's service area extends far beyond town boundaries, to include much of Franklin and northern Grand Isle Counties. This is recognized in, and in conformance with, the designation of the St. Albans area – including the City and adjacent areas of the Town – as the region's primary growth center in the regional plan.

The St. Albans Town Plan was reviewed during the plan development in order to identify projects rates and patterns of growth along the City's borders. As discussed in more detail elsewhere, growth in adjacent areas of the Town has relied heavily on the extension of City infrastructure, and has had both positive and negative impacts locally. The City and Town jointly undertook the study of St. Albans area traffic patterns and transportation infrastructure; and are now discussing ways to meet other infrastructure needs. The City will continue to pursue coordinated planning and development efforts with the Town as appropriate.

**CITY OF SAINT ALBANS, VERMONT
2006-2011 COMPREHENSIVE MUNICIPAL PLAN**

SECTION 8. ENERGY PLAN

8.1 Introduction

Virtually everything we do is somehow related to the use of energy. Energy is used in production of the food we eat and the clothes we wear. Cooking food, heating our homes as well as most other activities directly use energy. Yet our supply of energy is not unlimited. Most of the sources of the energy we use are non-renewable such as oil, coal and gas. As we use more and more of these energy resources, it becomes ever more difficult to extract them without causing detrimental effects on other parts of our environment. In other cases, energy resources must be imported from other nations, causing balance of payment problems and creating international vulnerability.

Clearly a local plan cannot address all of these problems, but local efforts can be effective in diverting energy use to renewable resources and increasing the overall efficiency of energy use. This energy section is directed towards such local goals. In addition, it is recommended that the City of St. Albans consider development of a local Energy Plan as described in the Guide to Municipal Energy Planning, published by the Vermont Department of Public Service.

8.2 Current Situation

At this time there are few bits of information that describe current energy use characteristics at the local level..The US Department of Energy provides data about statewide energy use. When these are applied to St. Albans, a reasonable depiction of local energy use characteristics can be derived.

For the State as a whole in 2002, total energy use is divided among four sectors: Residential; Commercial; Industrial; and Transportation. The residential sector accounts for 29.6 percent of total energy demand; the commercial sector accounts for 20.2 percent, the industrial sector accounts for 17.8 percent, and transportation accounts for 32.4 percent. This energy demand is met by a variety of sources (Table 8.1).

Table 8.1 Vermont Energy Demand by Fuel, Dept. of Public Service 2002

Energy Source	tBtu	Percent
Oil (incl. gasoline)	84.1	53.4
Hydro	11.3	7.2
Biomass	11.2	7.1
Coal	n/a	n/a
Natural Gas	8.4	5.3
Nuclear	41.4	26.3
Other *	1.1	0.7
Total	157.5	100

* "Other" includes geothermal, wind, PV, solar thermal, and net imports/exports of electricity.

In St. Albans, residential heating creates a significant energy demand. According to the 2000 Census, residents are using a variety of fuels to meet their heating needs (Table 8.2).

Table 8.2 Home Heating Fuels used by St. Albans City Residents.

HOUSE HEATING FUEL		percent
Occupied housing units	3,235	100.0
Utility gas	2,053	63.5
Bottled, tank, or LP gas	139	4.3
Electricity	178	5.5
Fuel oil, kerosene, etc	836	25.8
Coal or coke	0	0.0
Wood	29	0.9
Solar energy	0	0.0
Other fuel	0	0.0
No fuel used	0	0.0

Electric Service

The City is served by power provided by the Central Vermont Public Service Corporation (CVPS). The source of most power used in the City is Hydro-Quebec in Canada. Power is obtained through a VELCO converter station located in the Town of Highgate. A 115 KV transmission line extending southward from the converter station skirts the western edge of St. Albans City and links directly into a substation on Welden Street. Substations serving the City are located at Welden Street, North Elm Street, Nason Street, and in east St. Albans. The Fonda substation is privately owned.

CVPS officials indicate that there is an ample supply of power for the St. Albans area over the next ten to fifteen years. A planned upgrade of the transmission line to expand line capacity, and an independently proposed co-generation plant to be located at the St. Albans Creamery both have been abandoned for lack of demand and affordability. The existing system is in good condition, and no major expansions are foreseen. There may be upgrades to some of the existing substations to install compatible transformers. It should be noted that CVPS has several programs aimed at energy conservation for both homes and industry. They are presently working with several local industries to increase the energy efficiency of their operations, and thereby reduce consumption rates and costs to the consumer.

Natural Gas

St. Albans City is one of the few urban areas in Vermont to be served by natural gas. Vermont Gas Systems Inc. (VGS), through an agreement with Western Gas Marketing out of Canada, provides northern Vermont with 15,000 MMBTU per day. The main transmission line runs west of the City, through the Town of St. Albans. Distribution lines provide local service. VGS has continued a drive begun in the 1980s to increase penetration into the residential heating market. Conversions are primarily from oil and electric heating systems. Presently, VGS estimates that it has captured over 10% of the market in Franklin and Chittenden Counties. Other heating sources used locally include oil, wood, and coal.

While St. Albans may differ somewhat from the State wide averages in terms of the distribution of energy sources and the distribution of end uses, this overall picture of residential energy use in St. Albans is probably fairly close. The following recommendations are directed at the dual objectives of reducing overall energy demand and diverting demand towards renewable energy sources.

Goals, Policies & Objectives

Policy: Local government has direct control over the use of energy by public buildings and equipment. Increased energy efficiency in these uses can result in direct decreases in municipal costs.

Objective: Encourage energy audits of all municipal structures, including schools, if they have not been recently conducted. Information from such audits will be helpful in identifying specific improvements which will reduce energy use and costs.

Objective: Work to ensure that public buildings are adequately insulated, are fitted with tight low-heat-loss windows, and are well weather-sealed. When public buildings are renovated, such improvements should be included in the renovation design.

Objective: Work to ensure that energy efficient lighting fixtures are installed in all public buildings. This is particularly important in schools where reduced energy costs can offset the costs of new light fixtures in two to three years.

Objective: Work to ensure that heating systems are properly maintained. When systems are replaced, they should be replaced with high efficiency designs, preferably relying on renewable energy sources such as wood.

Objective: Encourage Life Cycle Cost Analysis of major equipment which examines not only initial installation costs but also operating and energy costs over the life of the equipment.

Policy: While the City has less direct control over private residential energy use, it is possible to encourage weatherization, the use of improved windows, the installation of insulation and the use of renewable energy resources.

Objective: Work to encourage the use of residential energy audits as a means of identifying potential sources of increased efficiency. Local utilities may be of assistance in these efforts.

Objective: Work with local home financing institutions to encourage funding for weatherization, insulation and installation of highly efficient heating and

water heating equipment. Since these improvements result in reduced monthly energy expenditures, households can afford slightly larger home loan payments.

Objective: Work to find inducements to encourage the installation of heating and hot water heating systems that utilize nonrenewable energy sources such as solar hot water heaters, wood fired systems, etc.

Objective: Encourage Life Cycle Cost Analysis of heating and lighting equipment.

Policy: Reduce the demand for energy used for transportation by focusing on land use and travel patterns.

Objective: Encourage an overall pattern of land use in the City that features compact settlements that enable pedestrian and bicycle connections and/or reduce necessary vehicular trip lengths. Attempting to concentrate residential development near shopping and/or employment centers can also reduce the need for vehicular travel.

Objective: Encourage the use of multiple occupancy vehicles. Support public transportation providers efforts. Continue to encouraging park and ride lots near the interstate interchange can also facilitate vehicle pooling by commuters.

Objective: Support the development, throughout the City and Town, of bicycle/foot paths that connect residential areas, recreation areas, shopping areas and job centers.

Objective: Modify subdivision regulations to encourage development of bicycle/foot paths within and between developments.

Policy: Encourage businesses to participate in demand side management programs initiated by the various utilities and energy suppliers, and to use Life Cycle Cost Analysis when considering equipment purchases.

Policy: Encourage energy providers/dealers (both fuel dealers and alternative energy providers) to locate and remain in St. Albans. Encourage energy providers to offer cost effective energy efficiency and energy conservation programs.

Policy: Encourage the utilization of the Efficiency Vermont programs within the City. Efficiency Vermont is funded through fees paid by residents in monthly electric bills, and provides services that improve energy efficiency in both the residential and commercial sectors.

CITY OF SAINT ALBANS, VERMONT 2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 9. HOUSING

Planning as it relates to housing must emphasize quality, not quantity. At the same time, the need for affordable housing must be kept in mind.

Quality housing in St. Albans City requires the preservation of those residential areas not in transition. Generally, the housing stock in these areas is in good condition.

Based on figures from the US Census, the City of St. Albans experienced a 5% increase in the total number of housing units between 1990 and 2000. There was a 20% increase in the number of single family detached homes (from 1284 in 1990, to 1533 in 2000) and a 72% increase in the number of single family attached units (54 units in 1990, to 93 units in 2000). Slight decreases were seen in the number of two-family housing units (a 4 unit decrease); and in the number of 3-4 (multi-family) housing units (from 1050 units in 1990, to 930 units in 2000).. The 2000 Census also noted that there were 24 seasonal homes in the City, and that of 3,235 occupied units in the City, 1,627 were rental units

While present density patterns probably are appropriate, density requirements per se do not necessarily correlate with quality housing. More important is the formulation of performance standards that will maintain the City's residential areas as pleasant places in which to live. A further contribution to this effort is made when the City Council enacts non-zoning ordinances to promote the health, safety and welfare pursuant to its police power.

Numerous affordable housing projects have been developed within the City, including Colony Square, Hoyt Street, Lower Welden, Lake Street Apartments, Upper Welden, Fourwinds, Heritage Lane and Beth-El Court. The federal Section 8 rental assistance program provides rent subsidies for families, the elderly, and people with disabilities, and helps them afford decent housing in the private market. Vouchers or certificates are available to qualifying individuals or family through the St. Albans Housing Authority.

The City should continue to look at opportunities to develop affordable housing, a need identified by the Regional Planning Commission. At the same time, given the City's limited land area such opportunities must be recognized as being few. Accordingly, satisfaction of the need for affordable housing must be viewed as a regional issue. The City should, as it has in the past, consider how it might facilitate the development of affordable housing units outside its boundaries.

Goals, Policies, and Objectives

GOAL: To preserve the existing housing stock

Policy: The City should preserve and maintain the existing housing stock

Policy The City should encourage home maintenance and upkeep

Policy: The City should promote a safe and healthy residential environment

Policy: The City should encourage the development of affordable housing, which can be integrated into and is compatible with existing neighborhoods.

Policy: The City should encourage energy efficient construction to help ensure long-term cost savings and affordability.

Policy: The City should maintain a comprehensive building inspection program

Objective: Apply for grants to establish a housing and rehabilitation and maintenance revolving loan fund

Objective: Continue to allow duplex housing as a permitted or conditional use in all residential zones. Performance standards for duplex construction in low-density residential zones should be adopted to preserve neighborhood character. The standards should address, at a minimum, the building coverage, building height and massing, and parking requirements.

GOAL: To encourage a diverse mix of housing to provide for the housing needs of all residents, and to encourage affordable housing opportunities.

Policy: Continue to permit a variety of housing options in residential zones

Policy: The City should sponsor and encourage the preservation of existing affordable housing.

Policy: The City should encourage participation in housing and weatherization programs that will keep existing housing safe and affordable.

Policy: The City should pursue public funds available for permanent or long term (30 or more years) affordable housing projects.

Policy: The City should help to create and participate in regional fair-share housing programs.

Objective: Prioritize and monitor St. Albans City affordable housing needs

Objective: Work with established housing entities such as the St. Albans Housing Authority, the Vermont Affordable Housing Coalition, the Vermont Housing Finance Authority, the Vermont State Housing authority, the Vermont Housing and Conservation Board, the Northwest Housing Association, other appropriate housing groups, and the Regional Planning Commission in order to both develop

a “fair share” affordable housing policy and to take advantage of available housing opportunities.

Objective: Ensure that the city is satisfying its fair share allocation of affordable housing.

CITY OF SAINT ALBANS, VERMONT 2006-2011 COMPREHENSIVE MUNICIPAL PLAN

SECTION 10. ECONOMIC DEVELOPMENT

10.1 Economic Characteristics

Franklin County is comprised of 15 municipalities and according to the 2000 Census, is home to approximately 45,417 people- 7,650 of whom call St. Albans City “home.” St. Albans City occupies a unique position as the economic and social hub for the surrounding communities. The St. Albans area is the regional job center as well –home to manufacturing and retail industries. The City’s largest employers are Mylan Technologies, the US Federal Government, The Fonda Group, and the St. Albans Cooperative Creamery.

According to the Vermont Department of Labor, in 2004 the average annual wage in St. Albans was \$33,619 and the City had a labor force of approximately 4300, up from approximately 4100 in 1990. There were approximately 7,538 jobs in the City of St. Albans in 2005. The effective property tax rate for residential properties in 2006 is \$2.20, while the average residential value was approximately \$164,343 in 2005

10.2 Vision for the St. Albans City Economy

In order to maintain, develop, and enhance St. Albans City’s high quality of life and unique character, there needs to be a variety of economic opportunities and diversity of services for the people who live in, work in, and visit the city.

Downtown

Downtown St. Albans is the hub of the region’s regional growth center. It is important that the City continues to develop a downtown commercial area with a mix of retail, housing, and professional services that attracts both shoppers and tourists from Franklin County, and supports the needs of local residents and workers. The downtown infrastructure, amenities, and environment should continue to be improved to make the downtown area a more attractive and workable destination and community. Emphasis should be placed on strengthening and improving the viability of existing businesses and filling vacancies at street level with locally owned businesses that complement other area businesses and maintain the traditional character of the area. It is also important to develop under utilized 2nd and 3rd floor spaces for professional/services providers and adverse mix of owned and rental housing units. In order to support a vibrant downtown, the City needs to retain and support the growth of cultural activities in the downtown commercial area.

In 2004, St. Albans City applied for and received state designation under the Vermont Downtown Program. As a designated downtown, the City of St. Albans is eligible to receive loans, loan guarantees, or grants up to \$75,000 from the Vermont Downtown Development Board for capital transportation and related capital improvement projects to support economic development. The City will also receive priority from State agencies in regard to funding and the location of state buildings. Property owners and lessees in the downtown area may be eligible for additional tax credits for the rehabilitation of historic buildings, the installation of sprinkler systems and elevators, and employee training. The downtown revitalization efforts are coordinated through St. Albans for the Future (SAFF), a local non-profit organization.

In support of this effort, the City hired Arnet Muldrow and Associates to complete a Marketing Analysis and Marketing Plan in 2006. The study concluded that the City could support additional retail space, and made recommendations for marketing the City and promoting the local creative economy. In June of 2006 the Vermont Council on Rural Development released a report entitled “St Albans City Creative Communities Program” which identifies potential projects and action steps.

Infrastructure

St. Albans City seeks to support a diversity of businesses by encouraging the availability and affordability of commercial space and amenities that can accommodate the growth of existing businesses and new businesses that fit the city’s scale. The City will also work to develop the infrastructure necessary to qualify for downtown designation through the VT downtown program.

The traditional infrastructure requirements of water and sewer are already available to the city’s commercial and businesses and locations. Other infrastructure needs the city should support include:

- The development of incubator spaces that assists businesses growing from home occupations or from small shops of four or less employees, to operations employing 10 to 20 people.
- Development of a welcome center.
- The continued improvement to the availability, affordability, and maximum public access possible for communications and technology services within the city. This includes a variety of bandwidths and methods for accessing the Internet including dial-up, ISDN and cable; the location of downlink locations in the city, and the continued city support for interactive public access TV and cable.
- Accessible public restroom facilities in the downtown.

Support Existing Businesses

In order to sustain, improve, and expand the current businesses and jobs located in the City, the advantages of location and the available workforce must be promoted and emphasized. Steps must be taken to improve the business climate for those businesses that fit the scale of the city and provide quality jobs. Any economic incentives or

assistance for new businesses coming to St. Albans should also be made available for existing businesses. The City must retain and expand job opportunities to ensure a continued vibrant economy.

Tourist Services

In order to sustain and enhance the retail, manufacturing, and other segments of the St. Albans City economy, it is desirable to increase and diversify the base of tourists and other visitors to the city and enhance and develop St. Albans City as a year round destination while preserving its unique quality of life. To make this happen, the City needs to maintain adequate public transportation and parking, lodging to accommodate a greater influx of visitors, and improved signs to direct and inform visitors to the services and places to visit around St. Albans City.

Lifelong Education and Training

St. Albans offers opportunities for continuing education for its residents and citizens in the region. Future businesses and employers often prefer to locate in areas where there is an educated workforce, opportunities for continuing education, and resources to support economic development policies. The City seeks to encourage residents of all ages to utilize the wide array of educational, technical, and recreational opportunities offered by the educational institutions, public school facilities, City recreational facilities, and other private resources. Integration of these resources will further enhance employment opportunities with cooperative sharing of these assets and the building of cooperative partnerships.

Optimum Use of Existing Commercial Areas

The City should seek to have existing commercial and industrial areas being used as fully as practical. Appropriate rehabilitation and infill of existing space should be a priority over encouraging major new development.

Goals, Policies, and Objectives

GOAL: Support and develop St. Albans City's role in the region's economy by insuring the availability of a variety of goods and services, employment growth, economic opportunities, and financial resources for current and future City residents and the businesses that serve the region.

GOAL: Support enterprises that make use of the traditional skills and resources of the region to produce value-added products that will maximize reinvestment in the City's community services and facilities.

GOAL: Expand the community's understanding of the existing economy by identifying the opportunities, needs, and constraints of the City's (a) non-retail, for profit businesses, and (b) not-for-profit businesses.

Policy: encourage business opportunities that compliment the quality of life and values of the City's residents.

Policy: In looking at new initiatives and expansion of current businesses, support those projects that diversify services, increase or maintain average wages, provide good quality jobs, and/or meet an identified community need.

Policy: Encourage community investments such as educational, health care, and municipal services that will aid in attracting economic development opportunities while strengthening and improving viability of existing business with new businesses that compliment St. Albans City's quality of life.

Policy: Encourage local buyers to purchase goods and services from local businesses.

Policy: Develop and maintain an inventory of development sites.

Policy: Encourage the development and expansion of the infrastructure and facilities that are needed by business and are compatible with local land uses, businesses, and services.

Policy: Encourage integrated communication resources and the implementation of downtown revitalization strategies available through the VT Downtown Program and outlined in the Marketing Analysis and Marketing Plan for St. Albans.

Policy: Support the improvement and/or development of facilities for cultural organizations.

Policy: Support efforts that encourage access to publicly supported technology

Policy: Evaluate future multi-modal transportation access and circulation needs and develop and implement appropriate solutions.

Policy: Establish guidelines for flexible use of funds from repayment for economic development grants, and establish asset management plans for all City loan funds.

Policy: Support programs that assist with the working capital and expansion needs of existing or new businesses. Consider exploring funding opportunities to support such programs.

Policy: Assist business in utilizing local labor and community services and facilities by coordinating educational and employment needs to ensure a highly skilled and professional workforce.

Policy: Work with government and educational institutions to ensure that training is available on business issues to small local businesses.

Policy: Promote St. Albans City as a vital regional and statewide community center for business/professional services, retailing, education, residential use, recreation, and dining.

Policy: Provide useful information to prospective businesses and developers in order to attract increased investment in the community by working with the Regional Planning Commission to further develop, maintain, and market an inventory of sites, and work to understand and meet the expansion needs of existing businesses.

Policy: Encourage promotions to targeted segments of the local retail market such as residents, major employers, and tourists.

Policy: Support the continued centralized promotional and marketing efforts about St. Albans City, including the expansion of regional promotional and marketing efforts. Support the efforts of the St. Albans Area Chamber of Commerce.

Policy: Identify, support, and develop facilities and activities that will attract identified tourist target groups.

Policy: Coordinate tourism related development with other economic development efforts in order to maximize the City's return on investment by exposure of all facets of products and opportunities to both visitors and residents.

Policy: Foster communications with and between local businesses and development organizations and enable them to respond early to opportunities.

Policy: Improve the permit and review process to render it simpler, more comprehensible, and expedient

Policy: Emphasize customer service in the zoning and development review process.

Policy: Recognize the importance of the service sector and the tourism industry and encourage policy and investment that recognizes the need for and value of the service sector of the region's economy.

SUPPLEMENT 2

City of Saint Albans Land Development Regulations



St. Albans City Land Development Regulations

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Amended September 10, 2001, effective October 2, 2001
Amended February 11, 2002, effective March 5, 2002
Amended September 12, 2005, effective October 3, 2005
Amended December 11, 2006, effective January 1, 2007
Amended July 14, 2008, effective August 4, 2008
Amended September 14, 2009, effective October 5, 2009
Amended December 14, 2009, effective January 5, 2010

St. Albans City Land Development Regulations

Article 1

General Provisions

Section 101 Enactment

In accordance with the Vermont Planning and Development Act, hereinafter referred to as the "Act", 24 V.S.A., Chapter 117, Subchapter 6, Section 4401 there are hereby established zoning and subdivision regulations for the City of St. Albans which are set forth in the text and map that constitutes these regulations.

Section 102 Title

These regulations shall be known and cited as the "City of St. Albans Land Development Regulations".

Section 103 Intent

It is the intent of these land development regulations to promote the health, safety and welfare, and to provide for orderly community growth, guided by the policies and objectives of the Comprehensive Municipal Plan.

Section 104 Severability

The invalidity of any article or section of these regulations shall not invalidate any other article or section thereof.

Section 105 Effective Date

These regulations shall take effect and be in force 21 days after its adoption, the public welfare demanding it, and shall nevertheless be published and recorded as provided by the Act.

St. Albans City Land Development Regulations

Article 2

Definitions

Section 201 Rules for the Construction of Language

For the purpose of these regulations, certain terms of words used herein shall be interpreted as follows:

The word person includes a firm, association, organization, partnership, trust, company or corporation as well as an individual.

The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular, unless the context clearly indicates the contrary.

The word shall is mandatory; the word may is permissive.

The words used or occupied include the words intended, designed, or arranged or designed to be used or occupied.

The word lot includes the words plot or parcel.

The word building includes structure.

Definitions contained in The Vermont Planning and Development Act shall be applicable throughout these regulations unless otherwise specifically defined in this Article.

Unless otherwise specifically defined in this Article or the Vermont Planning and Development Act, the standard Webster's definition shall apply.

Any regulatory language found in these definitions shall apply.

Section 202 Defined Terms

ABANDONED BUILDING

A building which has experienced the cessation of the use by the owner without any intention of transferring rights to the building to another owner or of resuming use of the building.

ACCESSORY USE

A use customarily incidental and subordinate to the principal use and located on the same lot as the principal use. Also see definition for Service-Industrial Accessory Use.

ACCESSORY STRUCTURE

A structure detached from a principal building located on the same lot and customarily incidental and subordinate to the principal building or use.

ACCESSORY APARTMENT

See Section 409 of these regulations.

ACT

The Vermont Planning and Development Act, 24 V.S.A., Chapter 117.

ADULT ENTERTAINMENT ESTABLISHMENT

A social, fraternal or similar establishment or a business or commercial establishment (whether for profit or not-for-profit and whether open to the public at large or where entrance is limited by a cover charge or membership requirement) in which any person appears in a state of nudity, in the presence of another person, other than in an enclosed single sex restroom, enclosed single sex functional shower, locker and/or dressing room facility, enclosed motel room or hotel room designed and intended for sleeping accommodations, or doctor's office, hospital room or similar place. "Nudity" means the showing of the human male or female genitals, pubic area, or buttocks with less than a fully opaque covering, or the showing of the female breast with less than a fully opaque covering of any part of the nipple, other than for the sole purpose of breastfeeding a child.

ALTERATION, EXTERIOR

Any structural exterior change, addition or modification of existing structure or moving of the building from one location to another. Excludes normal maintenance.

ALTERATION, INTERIOR

Any structural change or rearrangement of interior space including the change in the supporting members of a building, addition of walls, halls, stairs, rearrangement of interior structural parts of the building, its access and egress facilities or enlargement of habitable space. Excludes normal maintenance.

APARTMENT UNIT

See Dwelling Unit.

AREA OF SPECIAL FLOOD HAZARD

Land in the flood plain within a community subject to a one percent or greater chance of flooding in any given year, including all Zone A designation on National Flood Insurance Program maps.

AUTOMATIC CAR WASH

A structure containing facilities for washing automobiles and automatic or semiautomatic application of cleaner, brushes, rinse water, and heat for drying.

AUTOMOTIVE BODY AND REPAIR SHOP

Any building, premises, and land in which or upon which a business, service, or industry involving the maintenance, servicing and repair, or painting of vehicles is conducted and rendered.

AUTOMOBILE SERVICE STATION

Any lot or area of land, including the structures thereon, which is used or designed to be used for the sale, supply, or installation of any motor vehicle fuel or lubricant, tires, battery and similar vehicle accessories, and which has the facilities for lubricating, washing, servicing or repairing motor vehicles, not including major body repairs.

BANK

A business establishment in which money is kept for saving or commercial purposes or is invested, supplied for loans, or exchanged. The offices or building in which such an establishment is located.

BAR

Premises used primarily for the sale or dispensing of alcoholic beverage by the drink for on-site consumption and where food may be available for consumption on the premises as accessory to the principal use. Includes nightclubs where entertainment and/or dancing may be conducted.

BASE FLOOD ELEVATION

Elevation above mean sea level of the base flood--the flood having a one percent chance of being equaled or exceeded in any given year (otherwise known as the 100 year flood).

BED AND BREAKFAST

A dwelling unit or portion thereof used in whole or in part for the rental of rooms, not to exceed six (6), to overnight guests and the provision of the breakfast meal to such guests.

BOARDING HOUSE

See Lodging House.

BOULEVARD

A broad city street, often tree-lined and landscaped.

BUILDABLE AREA

The area of the lot remaining after the minimum yard requirements of the zoning regulations have been met.

BUILDING

Any structure designed, built or occupied as a shelter or roofed enclosure for persons, equipment, process, animals or property, including travel trailers, mobile homes, trailers or any other roofed structure on wheels when sited in such a manner that they are not readily moveable.

BUILDING CONTRACTOR'S FACILITY

A lot where a building contractor maintains an office and/or stores equipment pertinent to that contractor's business. The use of this lot does not include wholesale or retail trade of materials.

BUILDING HEIGHT

The vertical dimension as measured from the average elevation of the finished lot grade of the street frontage of the building, to the highest point of the finished roof including mechanical devices on a flat roof and the average height of rise, including mechanical devices, in the case of a gable, hip, gambrel or similarly shaped roofs. (See Figure1)

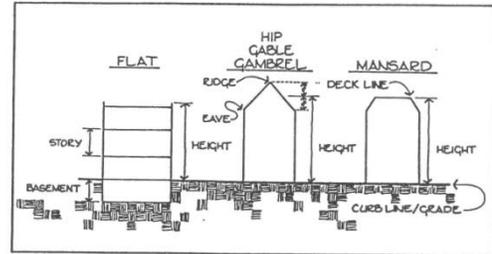


Figure 1
BUILDING HEIGHT

BUILDING, RESIDENTIAL

A building used as a home or abode for families or individuals.

CEMETERY

Land used or to be used for the burial of the dead, and dedicated for cemetery purposes including mausoleums and mortuaries when operated in conjunction with and within the boundary of a cemetery. Cemetery shall also include land used for and dedicated to the burial of animals.

CHILD CARE, DAY CARE, ETC.

See Section 405 – Day Care or Day Care Facilities

CITY MANAGER

The St. Albans City Manager appointed by the City Council. All references to the Manager or City Manager refer also to his or her designee.

CLINIC/MEDICAL FACILITY

A building used by a group of physicians, dentists or other licensed health care practitioners using shared facilities and having the ability to treat multiple patients for the diagnosis and outpatient treatment of human ailments on an outpatient basis.

CLUB, PRIVATE

A private organization, building or grounds operated for social, recreational or charitable purposes, open only to members and their guests, specifically including country clubs, fraternities and sororities and other organizations and entities to which membership is limited or controlled.

COMMUNITY CENTER

A building used for recreational, social, educational, and cultural activities, open to the public or a designated part of the public, usually owned and operated by a public or nonprofit group or agency.

COMMUNITY HOUSE

A community house is a residential dwelling unit where, due to the particular needs of the resident individuals, a joint living arrangement is necessitated and where the individuals are under sponsorship or care of a public, nonprofit or for profit agency where the sponsor or caretaker provides, or arranges for, the provision of varying degrees of personal supervision and/or care in a residential environment, such as a halfway house, a personal care residence, a community transitional facility, or any other such facility that provides such services. The following are not community houses: group homes, fraternities, sororities, dormitories, convents, communes, apartments, boarding and rooming houses, tourist homes, bed and breakfasts, homeless shelters, and hotels.

COMPREHENSIVE MUNICIPAL PLAN OR MUNICIPAL PLAN

A comprehensive plan adopted by the City Council pursuant to Subchapter 5 of the Vermont Planning and Development Act which indicates the general locations recommended for the various functional classes of public works, places and structures and for the general physical development of the City and includes any unit or part of such plan separately adopted and any amendment to such plan or part thereof.

CONGREGATE HOUSING

A form of housing frequently provided for elderly or partially disabled individuals which provide individual dwelling units, which may or may not contain cooking facilities and which also provide common facilities for use by all residents.

CONSTRUCTION DRAWINGS

The drawings for a subdivision showing the location, profile grades, size and type of drains, sewers, water mains, underground ducts, pavements, cross-section of streets, miscellaneous structures, etc.

CONDOMINIUM

Property subject to the provisions of Chapter 15 of 27 V.S.A., as amended.

CONVENIENCE STORE

Any retail establishment offering for sale prepackaged food products, household items, newspapers and magazines, sandwiches and other freshly prepared foods for off-site consumption, including the sale of gasoline, oil and related products.

CORRECTIONAL FACILITY

A building in which persons are confined for safe custody while on trial for an offense or for punishment after trial and conviction.

CREDIT UNION

See Bank.

CUL-DE-SAC

See Street, Cul-de-sac. (See figure 2)

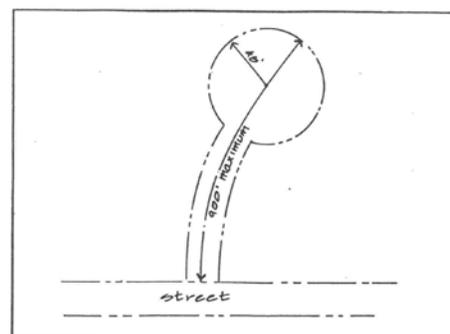


Figure 2
CUL-DE-SAC STREET

DAY CARE, CHILD CARE, ETC.

See Section 405 Day Care Homes or Day Care Facilities

DEAD END

See Street, Dead End.

DETACHED STRUCTURE

A separate structure which is not connected or joined and is distinct and independent of the principal structure.

DEVELOPMENT

The division of a parcel into two or more parcels of land, the construction, reconstruction, conversion, interior or exterior alteration, relocation or enlargement of any building or other structure or land or extension of use of land. [NOTE: alterations are defined in these bylaws]

DEVELOPMENT REVIEW BOARD

An officially constituted body, pursuant to Section 4460 of the Act, whose principal duties are to hear appeals, and where appropriate to grant variances from the strict application of the zoning regulations, and to grant or deny conditional use permits, site plans, subdivisions, wastewater allocations, etc., as authorized by these bylaws.

DRIVEWAY

A private road providing access to a street or highway.

DWELLING UNIT

A building or portion thereof, designed for occupancy by one family for residential purposes, containing complete housekeeping, sleeping, cooking, and sanitary facilities.

DWELLING, SINGLE FAMILY

A residential building containing one dwelling unit.

DWELLING, TWO FAMILY

A residential building containing two dwelling units.

DWELLING, MULTIPLE FAMILY

A residential building containing three or more dwelling units.

EMERGENCY SERVICES:

See Public Facility

ESSENTIAL SERVICES

Services and utilities needed for the health, safety, and general welfare of the community, such as underground, surface, or overhead electrical, gas, telephone, steam, water, sewerage, and other utilities and the equipment and appurtenances necessary for such systems to furnish an adequate level of service for the area in which it is located.

FAMILY

An individual, or two or more persons related by blood, marriage, legal adoption, guardianship, or other analogous relationship.

FENCE

An artificially constructed barrier of any material or combination of materials erected to enclose, screen, or separate areas.

FINAL SUBDIVISION PLAT

The final drawings on which the subdivider’s plan of subdivision is presented to the Development Review Board for approval.

FLAG LOT

A lot not meeting the minimum frontage requirements and where access to the public street is by a dedeed right-of-way. (See Figure 3)

FLOODWAY

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

FRONTAGE

Lot lines which abut a street or public right-of-way; the front lot line.

FUNERAL HOME

A structure used and occupied by a licensed mortician for burial preparation and funeral services.

GARAGE, PRIVATE

A building or accessory to a principal structure whether attached or independent of the principal structure, providing for storage of motor vehicles, in which there is no business for profit.

GARAGE, PUBLIC

Any building or area other than a private garage, as defined above, used or designed to be used for storage, repair, sale or lease, service or maintenance of motor vehicles or equipment and available to the general public.

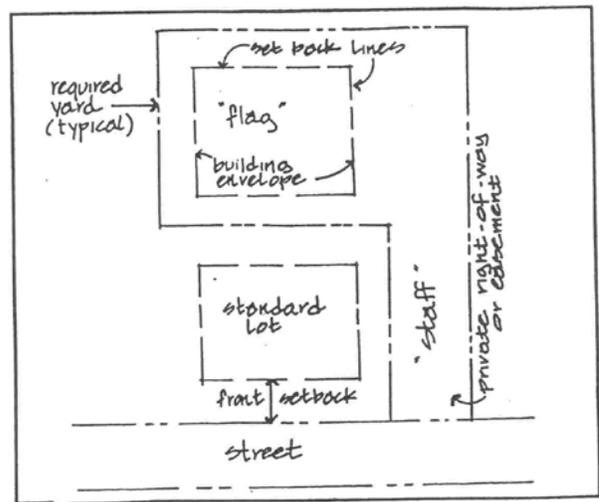


Figure 3
FLAG LOT

GROSS LEASABLE AREA

The total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines, and upper floors, if any, expressed in square feet and measured from the center line of joint partitions and from outside wall faces.

GROUP HOME OR RESIDENTIAL CARE HOME

A dwelling to which 24 V.S.A. Sec. 4412 1(G), as amended, is applicable.

HEDGE

A row of shrubs or low growing trees planted closely together such as to create a visual and/or physical barrier.

HOME INDUSTRY

A small industrial or service type of operation carried out in the residence or accessory buildings by residents of the dwelling, which is incidental and secondary to the residential use of the property, and which does not alter the exterior of the building or change the character of the district in which it is located.

HOME OCCUPATION

An occupation or profession, carried on by residents of the dwelling unit as an accessory use, which is incidental and secondary to the residential use of the dwelling unit, does not change the character of the district in which it is located and does not alter the exterior of the building.

HOMELESS

A person who lacks a fixed, regular, and adequate nighttime residence and/or has a primary nighttime residence that is:

- A. a public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings; or
- B. a homeless shelter.

HOMELESS SHELTER

A supervised publicly or privately operated shelter designed to provide temporary living accommodations to the homeless.

HOSPITAL

An institution providing primary health services for the medical or surgical care of sick or injured persons, or for the care of persons with contagious or infectious diseases. A hospital may provide care on both an out-patient basis and in-patient basis and may include related facilities such as laboratories, outpatient facilities, training facilities, medical offices and staff residences.

HOTEL

A building or group of buildings other than a boarding or lodging house where transient sleeping accommodations are provided for compensation, including additional services such as restaurants, meeting rooms, entertainment and recreation facilities. Included are motels, cabins, tourist courts, motor lodges or similar uses.

INDOOR RECREATION

Recreation facilities and activities made available on a commercial basis, located inside a building or structure. They include bowling alleys, theaters, table tennis and pool halls, skating rinks, gymnasiums, swimming pools, hobby workshops and similar places of indoor recreation.

INN

See Hotel.

JUNKYARD

Land or buildings used for the collection, storage or sale of waste paper, rags, scrap metal or discarded material; or for the collection, wrecking, dismantling, storage, salvaging or sale of machinery parts or vehicles not in running condition.

KENNEL

A commercial establishment in which dogs or other domesticated animals are housed, bred, boarded, trained, or sold, all for a fee or compensation.

LAND ALTERATIONS

Refers to any of the following: (A) the division of a parcel of land into two or more parcels; (B) excavation or fill (including streambank protection works); (C) any substantial change in the extension or use of land.

LOADING SPACE, OFF STREET

An off-street space or berth, on the same lot with the building it is to serve, and of a size and location to provide for sufficient access for the loading and unloading of cargo, products or materials from vehicles, and which has access to the street, or alley so as to provide a means of ingress or egress.

LODGING HOUSE

A single building or portion thereof, operated on a commercial basis, where temporary sleeping accommodations are provided, for more than one and less than six persons. If meals are provided, cooking is done in a central kitchen.

LOT

A platted parcel of land intended to be separately owned, developed, and otherwise used as a unit. (See Figure 4)

LOT, CORNER

A lot abutting upon two or more streets at their intersection or upon two parts of the same street forming an interior angle of less than 135 degrees. (See Figure 4)

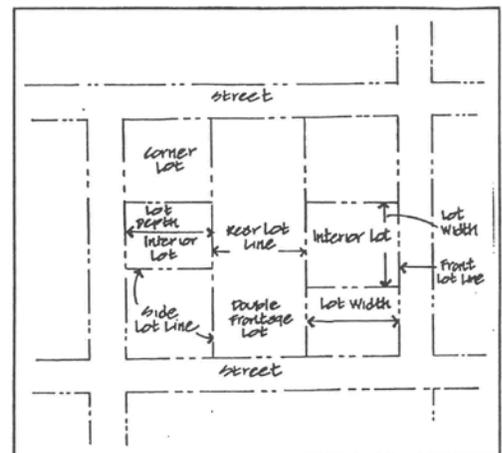


Figure 4
LOT TYPES

LOT COVERAGE

The portion of the area of a lot, expressed as a percentage of total lot area, which is covered by buildings or structures, including accessory buildings and structures, off-street parking and loading areas, and driveways and does not include landscaped or open green space.

LOT, DEVELOPED

A lot with buildings or structures.

LOT FRONTAGE

The distance measured along the property line which separates the lot from a public or private right-of-way.

LOT MEASUREMENT

- Lot Area - The total area within the lot lines of a lot, excluding any street right-of-way.
- Lot Depth - The distance between the midpoints of straight lines connecting the foremost points of the side lot lines in front and the rearmost points of the side lot lines in the rear.
- Lot Width - The distance between straight lines connecting front and rear lot lines at each side of the lot, measured across the rear of the required front yard. (See Figure 4)

LOT OF RECORD

Any lot which individually or as part of a subdivision has been recorded in the land records of the St. Albans City Clerk.

MOBILE HOME

A residential structure, constructed at an off-site manufacturing facility, designed to be transported on its own permanent chassis, to be used with or without a permanent foundation, and which, when connected to appropriate water supply and sewage disposal systems, contains all the necessary elements for a dwelling unit.

MOBILE HOME PARK

A parcel of land with required improvements under single or common ownership or control, which is used or designed to be used to accommodate two or more mobile homes on a long-term basis.

MOTEL

See hotel.

MOTOR VEHICLE SALES AND REPAIR FACILITY

Establishments for the display, sale and repair of new and used motor vehicles, trailers, mobile homes, and boats without the retail sale of gasoline or oil except as incidental to the repair facility.

MULTIPLE USE

Any combination of permitted or conditional uses allowed under the designated zoning district.

NEW CONSTRUCTION

Commencement, installation, assembly, placement or affixing of any structure or part thereof on its permanent site, including related land alterations, sanitary facilities and other utilities for new structures, on or after the date of this bylaw as adopted.

NONCONFORMING LOTS OR PARCELS

Lots or parcels that do not conform to the present bylaws covering dimensional requirements but were in conformance with all applicable laws, ordinances, and regulations prior to the enactment of the present bylaws, including a lot or parcel improperly authorized as a result of error by the Zoning Administrator. 24 V.S.A. § 4303(13).

NONCONFORMING STRUCTURE

A structure or part of a structure that does not conform to the present bylaws but was in conformance with all applicable laws, ordinances, and regulations prior to the enactment of the present bylaws, including a structure improperly authorized as a result of error by the Zoning Administrator. 24 V.S.A. § 4303(14).

NONCONFORMING USE

Use of land that does not conform to the present bylaws but did conform to all applicable laws, ordinances, and regulations prior to the enactment of the present bylaws, including a use improperly authorized as a result of error by the Zoning Administrator. 24 V.S.A. § 4303(15).

OFF-PREMISES COMMERCIAL SERVICE

A business or service which is principally conducted at the customer's site such as electrician, plumber, carpenter or door-to-door sales.

OFF-STREET PARKING

A temporary storage area for a motor vehicle that is directly accessible to an access aisle or driveway and that is not located on a dedicated street right-of-way.

OFFICIAL MAP

The map authorized by Section 4421 of the Vermont Planning and Development Act.

OPEN AIR MARKET

An occasional or periodic sales activity held within an open area where groups of individual sellers offer goods, new and/or used, for sale to the public, not to include private garage sales.

OPEN PORCH - DECK

An uncovered horizontal platform that extends from the principle structure.

OPEN SPACE, GREEN

An open space area not occupied by any structures or impervious surfaces.

PARKING GARAGE OR STRUCTURE

A building or structure consisting of more than one level and used to park or store motor vehicles.

PARKING LOT

An off-street, ground level open area or lot, used for the temporary parking of motor vehicles.

PARKING SPACE

An area provided for the parking of a motor vehicle within a public or private parking area meeting the standards set forth in these regulations.

PERFORMANCE GUARANTEE

Any security that the City Council, or Development Review Board may require from the owner or developer as a guarantee that the public improvements required as part of an approval are satisfactorily completed.

PERSONAL SERVICE

Includes barber, hairdresser, beauty parlor, shoe repair, shoe shine, photographic studio, seamstress, taxi and other personal transportation services, and business providing similar services of a personal nature.

PLACE OF WORSHIP

A building or structure, together with any accessory structure, used for the regular assembly for religious worship, and which is maintained and controlled by a religious body organized to sustain such worship.

PLANNED UNIT DEVELOPMENT

One or more lots, tracts, or parcels of land to be developed as a single entity, the plan for which may propose any authorized combination of density or intensity transfers or increases, as well as the mixing of land uses. This plan, as authorized, may deviate from bylaw requirements that are otherwise applicable to the area in which it is located with respect to lot size, bulk, or type of dwelling or building, use, density, intensity, lot coverage, parking, required common open space, or other standards.

PRELIMINARY SUBDIVISION PLAT

The preliminary drawings indicating the proposed layout of the subdivision to be referred to the Development Review Board by the Zoning Administrator for its consideration.

PRINCIPAL BUILDING

A structure or a group of structures in or on which is conducted the principal use of the lot.

PRINCIPAL USE

The primary or predominant use of any lot or parcel.

PUBLIC FACILITY

See Section 410.

PUBLIC WATER/PUBLIC SEWER

Water supply and sewage disposal systems approved by the City of St. Albans for municipal operation.

RECONSTRUCTION

Construction of a reproduction of the original structure.

RESIDENTIAL BUILDING

See “Building, Residential.”

RESTAURANT

An establishment where food and drink are prepared, served, and consumed primarily within the principal building.

RESTAURANT, DRIVE THROUGH

A restaurant where a significant portion of the consumption takes place or is designed to take place outside the confines of the premises and where service is administered directly to the occupant of a motor vehicle.

RESTAURANT, TAKE OUT

An establishment where food and drink are sold in a form ready for consumption, where all or a significant portion of the consumption takes place or is designed to take place outside the confines of the restaurant.

SCHOOL

Any establishment certified by the Vermont Department of Education, including parochial, public, private and nursery schools, colleges, universities and accessory uses, commercially operated schools of cosmetology, business, dancing, driving, music and other similar establishments.

SCHOOL, CERTIFIED/LICENSED

Public and private schools and other educational institutions certified by the State Department of Education; also see Section 410.

SCHOOL, COMMERCIAL

Commercially operated schools of cosmetology, business, dance, driving, music and other similar establishments.

SERVICE-INDUSTRIAL ACCESSORY USES

Service-Industrial Accessory Uses shall include, in addition to those uses defined under Accessory Use, the following uses:

- A. On-site employee cafeterias, fitness centers, day-care facilities and similar uses designated for on-site staff only.
- B. Office facilities secondary to any permitted or conditional use.
- C. Retail uses, in conjunction with, and subordinate and incidental to, a permitted or conditional use, which does not exceed 25% of the total operating space.

SETBACK

The distance required to obtain the front, side or rear yard green space provisions of these regulations.

SIGN

Any words, lettering, figures, numerals, phrases, sentences, devices, designs, pictures, symbols, or trade marks by which anything is made known, such as are used to designate a firm, corporation, business, service, commodity or product, an association, or any type of publicity, whether placed on natural objects or on a building fence, or other man made structure, which are visible from any public road right-of-way.

SIGN AREA, TOTAL

The entire area of all signs displayed on a lot, including the advertising surface and any framing, trim, or molding, but not including the supporting structure.

SITE PLAN

An accurately scaled plan for the development of a parcel that illustrates the existing and proposed conditions including lot lines, streets, building sites, setbacks, major landscape features, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, screening devices, parking, construction schedule as appropriate, and any other information that reasonably may be required in order that informed decisions can be made by the Zoning Administrator and the Development Review Board.

SITE PLAN, MAJOR

Any site plan that is not a minor site plan.

SITE PLAN, MINOR

A site plan that involves no new construction or enlargement of any structure but does modify the arrangement of parking, landscaping or signs, and is in conformance with these regulations and the Comprehensive Municipal Plan. A site plan that involves new construction or enlargement of existing structures and does not modify parking and/or landscaping will be treated as a minor site plan.

SKETCH PLAN

A sketch of the proposed subdivision showing information specified in Section 802 of these regulations to enable the subdivider to save time and expense in reaching general agreement with the Development Review Board as to the form of the subdivision and objectives and requirements of these regulations.

STORAGE, WAREHOUSE AND DISTRIBUTION FACILITIES

Facilities used primarily for storing, warehousing and/or distribution of goods, wares and merchandise, and which do not involve retail sale of such goods on the premises.

STREET

Any road, highway, thoroughfare, avenue, land or right-of-way, whether public or private, used for vehicular circulation and/or to provide access to individual properties.

STREET, COLLECTOR

A street that collects traffic from local streets and connects with minor and major arterials.

STREET, CUL-DE-SAC

A street with a single means of ingress and egress and having a turnaround at the end.
(See Figure 2.)

STREET LINE

Right-of-way line of a street as dedicated by a deed of record. Where the width of the street is not established, the street line shall be considered to be twenty-five (25) feet from the center line of the street pavement.

STREET, LOCAL

A street designed to provide vehicular access to abutting property and to discourage through traffic.

STREET, MAJOR ARTERIAL

A street with access control channelized intersections, restricted parking and that collects and distributes traffic to and from minor arterials. (US Route 7, and State Highway 36)

STREET, MINOR ARTERIAL

A street with signals at important intersections and stop signs on the side streets and that collects and distributes traffic to and from collector streets.

STRUCTURE

Any construction, erection, assemblage or other combination of materials upon the land, including swimming pools, necessitating pilings, footings or a foundation attachment to the land.

SUBDIVIDER

Any person, firm, corporation, partnership, or association, who shall lay out for the purpose of sale or development any subdivision or part thereof as defined herein either for himself or others.

SUBDIVISION

Division of any parcel of land with or without streets into two (2) or more lots, plots, or sites for the purpose of conveyance, transfer of ownership, improvement, building development or sale. The term subdivision includes re-subdivision. Construction of a second principal structure on a lot shall be deemed a subdivision of the parcel. A structure housing a primary use which is or could be independent of other uses on the parcel.

SWIMMING POOL

Any pool or structure used primarily for swimming, whether installed above or below ground, which contains two or more feet of water at its deepest point, and whether for public, private or commercial use.

SUBSTANTIAL IMPROVEMENT

Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure either (a) before the improvement or repair is started, or (b) if the structure has been damaged, and is being restored, before the damage occurred. The term does not, however, include either (1) any project for which improvement of a structure to

comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions, or (2) any alteration of a structure listed on the National Register for Historic Places or a State Inventory of Historic Sites.

THEATER

A building or part of a building devoted to showing motion pictures or for dramatic, dance, musical or other live performances.

UTILITY FACILITY

A building or part thereof dealing with the generation, transmission, and/or distribution of electricity, gas, steam, communications, and water; the collection and treatment of sewage and solid waste; and the provision of mass transportation.

VETERINARY HOSPITAL

A place where animals are given licensed veterinary care and the boarding of animals is limited to short-term care incidental to such veterinary care.

WHOLESALE FACILITY

Facility primarily engaged in selling merchandise to retailers, or industrial, commercial, or professional business uses, or which acts as agents in buying and selling merchandise to such companies. Wholesale establishments are not structures used primarily for storage of goods, wares and merchandise although wholesale functions may include maintaining substantial inventories.

St. Albans City Land Development Regulations

Article 3

District Regulations

Section 301 Districts Established

For the purposes of these regulations the City of St. Albans is hereby divided into the following zoning districts:

- LDR - Low Density Residential
- HDR - High Density Residential District
- Business Districts:
 - B-1 - Central Business Subdistrict
 - B-2 - Transitional Business Subdistrict
- S-IND - Service-Industrial District
- FHOD - Flood Hazard Overlay District

Section 302 Zoning District Boundaries

A. Official Zoning Map

The boundaries of the zoning districts established in this Article are as shown upon the Official Zoning Map of the City of St. Albans which shall be located in the Zoning Office; except that, the FHOD - Flood Hazard Overlay District is not shown on the Official Zoning Map. This district includes all areas in the City of St. Albans identified as areas of special flood hazard on the National Flood Insurance Program maps published by the Federal Emergency Management Agency which are hereby adopted by reference and are on file in the Zoning Office.

The City of St. Albans Official Zoning Map shall be the final authority as to the current zoning status of the land and water areas, buildings and other structures in the City.

B. Interpretation of District Boundaries

1. District boundaries shown within the lines of roads, streams and transportation rights of way shall be deemed to follow the center of the right-of-way. The abandonment of roads shall not affect the location of district boundaries. When the Zoning Administrator cannot definitely determine the location of a district boundary by such center lines, by the scale or dimensions stated on the zoning map, or by the fact that it clearly coincides with a property line, the applicant shall be referred to the Development Review Board before taking any action. The Development Review Board shall interpret the location of the district boundary with reference to the scale of the zoning map and the purposes set forth in all relevant provisions of this bylaw.
2. In the Flood Hazard Overlay District, base flood elevations and floodway limits provided by the National Flood Insurance Program in the Flood Insurance Study and accompanying maps, where available (Zones A1-A30, AE and AH), shall be used to administer the provisions of this bylaw. In areas where base flood elevations and floodway limits have not

been provided by the National Flood Insurance Program (Zone A), base flood elevation and floodway information available from State or Federal agencies or other sources shall be obtained and reasonably utilized to administer the provisions of this bylaw.

Section 303 Intent of Districts

A. LDR-Low Density Residential

The intent of this District is to maintain within the City a pleasant and uncrowded residential area, and to encourage appropriate development and/or redevelopment that will complement the existing residential land use. This area shall be primarily for single-family dwellings, along with accessory uses. A variety of other residential uses, along with selected non-residential uses may be allowed as conditional uses, provided they meet all applicable standards and can be shown to be compatible with the district's objectives.

B. HDR- High Density Residential

The intent of this district is to provide an area within the City for moderately dense residential development and growth, while maintaining a safe and healthy atmosphere for the district's residents. Single-family dwellings shall be permitted uses within this district, along with accessory uses. A variety of other residential uses, along with selected non-residential uses may be allowed as conditional uses, provided they meet all applicable standards and can be shown to be compatible with the district's objectives.

C. Business Districts

It is the intent of the Business District to provide for a wide range of commercial and related activities to safeguard and enhance the City's role as the economic center of northwestern Vermont. It is also the intent of this district to protect the historic and cultural characteristics which distinguish the City of St. Albans, and to enable a diverse range of uses, which contribute to the vitality and diversity of the Business District and to expand the tax base. Toward these ends, the Business District is composed of two subdistricts: B1 - Central Business Subdistrict and B2 - Transitional Business Subdistrict.

1. B1- Central Business Subdistrict

It is the intent of the B1 - Central Business Subdistrict to provide for a diverse range of business and service uses within the traditional business center of the City. The subdistrict is intended to protect and enhance the function of the downtown area as the primary commercial, financial, retail and governmental center of the region. It is designed to accommodate a wide variety of commercial activities, particularly those which benefit from pedestrian activity and access. Design criteria for the subdistrict are intended to protect the National Landmark Historic District and the special urban features of Taylor Park.

2. B2 – Transitional Business Subdistrict

It is the intent of the B2 - Transitional Business Subdistrict to provide for the location of a wide range of business activities. These activities support the function of St. Albans as the primary business center in the region and provide a wide range of goods and services for local and regional needs outside the downtown area. These areas are convenient to customers, preserve the carrying capacity of streets and require the provision of off-street

parking and loading. Design criteria for the subdistrict are intended to encourage the expanded use and preservation of existing buildings or new construction, alterations, and enlargements compatible with the architectural character of the subdistrict.

D. S-IND – Service Industrial District

It is the intent of the S-IND Service Industrial District to provide for the location of a wide variety of service, industrial, manufacturing, distribution and research facilities providing employment opportunities and broadening of the tax base of the City. These locations provide good transportation and infrastructure access. All uses shall be in conformance with the performance standards found in Section 519 of these regulations. Due to the location of the district adjacent to residential areas, buffering shall be required to minimize conflicts between non-residential uses and residential districts.

E. FHO- Flood Hazard Overlay District

The intent of this district is to minimize future public and private losses caused by development in flood hazard areas. Designation of this district is also required for the City's continued eligibility in the National Flood Insurance Program. Included in this district are all areas of special flood hazard as shown on the latest National Flood Insurance Program maps. The Flood Hazard Overlay District overlaps other districts established in this Bylaw; where the provisions of the underlying district differ from those of the Flood Hazard Overlay District, the more restrictive shall govern.

Section 304 Permitted and Conditional Uses

USES	LDR	HDR	B1	B2	S-IND
Adult Business or Adult Entertainment Establishment (Section 408)					C
Assembly and exhibition halls			C	C	
Banks and other financial institutions			P	P	
Bar, nightclub			C	C	
Bed & Breakfast/Lodging House	C	C	C	C	
Building contractor's facility					P
Building Contractor's facility with inside storage of equipment				C	
Car wash/ automatic car wash				C	C
Cemetery		C		C	
Clinic	C	C			
Clinic/ medical facility	C	C	C	C	
Clubs, Social, private and fraternal and similar uses			C	P	
Community Center	C	C	C	C	
Community House				C	
Congregate Housing	C	C		C	
Day Care Facility in accordance with Section 405		C	C	C	C
Day Care Home, Large Family in accordance with Section 405	P	P	P	P	P
Day Care Home, Small Family in accordance with Section 405	P	P	P	P	P

USES	LDR	HDR	B1	B2	S-IND
Drive-in or drive-through facilities used in connection with office, clerical, research and services not primarily related to goods or merchandise			C	C	
Dry cleaner, Laundromat			P	C	
Dwelling units located second floor and above, when 1 st floor is Commercial			P	P	
Dwelling units on first floor when located outside the Historic District and when entire property is used for residential purposes			P	P	
Dwelling, Multiple Family		C		C	
Dwelling, Single family	P	P		C	
Dwelling, Two family	C	C		C	
Funeral homes			C	C	
Group homes in accordance with Section 501	P	P	P	P	P
Home Industry in accordance with Section 404	C	C	C	P	P
Home occupation in accordance with Section 403	P	P	C	P	P
Homeless shelter			C		
Hotels, dormitories			C	C	
Industrial/commercial dry cleaner/ laundry					P
Kennel					C
Library, museum, art gallery or center, etc.			C	P	
Manufacturing, processing, creating, repairing, renovating, painting, cleaning, assembling of goods, merchandise and equipment with all operations conducted entirely within fully enclosed building			C	C	P
Mobile home park in accordance with Section 406		C			
Convenience Store, Gas Station			C	C	P
Motor vehicle sales, rental and service			C	C	P
Motor vehicles parking lot not associated with principal use			C		C
Nursery schools		C	C	C	
Nursing care or intermediate care institution for children or adults				C	
Office, clerical, research and services not primarily related to goods or merchandise			P	C	P
Other educational or cultural uses			C		
Personal services			P	P	
Planned unit development (Section 413)				C	C
Planned unit development, residential uses only (Section 413)	C	C			
Public Facility: as described in Section 410 of these regulations	C	C	C	C	C
Recreation (private)					C
Recreation, amusement and entertainment (private)				C	
Recreation, amusement and entertainment uses with activity conducted within and/or outside a building or structure			C		
Restaurant/café			P	C	
Sales and rental of goods, merchandise and equipment with no building, no outside storage, such as open air markets			C		C
Sales and rental of goods, merchandise and equipment within fully enclosed building, outside storage			C	C	C
Sales and rental of goods, merchandise and equipment within fully enclosed building, no outside storage			P	C	C
School, Commercial		C	P	P	C
Scrap material, salvage yard, junk yard, etc.					C
Service Industrial Accessory Use					C

USES	LDR	HDR	B1	B2	S-IND
Storage and parking			C	C	C
Storage, Warehouse and Distribution Facilities					P
Structures accessory to dwelling	P	P	C	P	C
Transportation facility, including bus and train stations			C	C	C
Utility facilities					C
Veterinary hospital				C	C

P – Permitted Use (allowed by approval of Zoning Administrator), in accordance with Section 601

C – Conditional (allowed by approval of Development Review Board), in accordance with Section 602

Section 305 Flood Hazard Overlay District

A. Dimensional Standards: The same as underlying district area and dimension requirements.

B. Permitted uses - allowed by approval of Zoning Administrator

-Open space uses including open air markets, recreation uses outside enclosed building or structure.

C. Conditional uses - allowed by approval of Development Review Board

- New Construction
- Substantial improvements to existing structures
- Land alterations
- Outdoor recreation, amusement, entertainment
- Sales and rental of goods, merchandise and equipment with no building, no outside storage, such as open air markets
- Structures accessory to dwelling

D. Specific District Requirements:

The mandatory provisions of State and Federal law for continued City eligibility in the National Flood Insurance Program are hereby adopted by reference and shall be applied in the review of any land alterations or construction in this district. These mandatory provisions are contained in Section 4424 of Title 24, Chapter 117, V.S.A. and 44 CFR 60.3 and 60.6 as amended. Copies of these provisions are available at the Office of the City Clerk.

E. Warning and Disclaimer of Liability:

The provisions of this Bylaw do not imply that land outside the areas of special flood hazard or land uses permitted within such districts will be free from flooding or flood damages. These regulations shall not create liability on the part of the City or any officials or employees thereof for any flood damages that result from reliance on these regulations or any administrative decision thereunder lawfully made.

Section 306 Dimensional Requirements

	LDR	HDR	B1	B2	S-IND
Minimum Lot Area:	single family 9,500 sq. ft. multi family 5,000 sq. ft./ unit two family and all other uses 12,000 sq. ft.	single family 7,500 sq. ft. multi family 5,000 sq. ft./ unit two family and all other uses 10,000 sq. ft.	2,000 sq. ft./dwelling unit for new construction	single family 7,500 sq. ft. multi family 5,000 sq. ft./unit two family and all other uses 7,500 sq. ft. Congregate housing 2,000 Sq. ft. per unit	10,000 sq. ft.
Minimum Lot Width:	single family 75 ft. all other uses 100 ft.	75 ft.	20 ft.	75 ft.	100 ft.
Minimum Setbacks:					
Front -	20 ft., or average of all buildings within 200 ft. of side lot lines	10 ft., or average of all buildings within 200 ft. of side lot lines	0 ft., where a front setback is provided is shall not exceed 10 ft.	Average of all buildings within 200 ft. of side lot lines	20 ft., or average of all buildings within 200 ft. of side lot lines
Side -	single family dwelling 10 ft. all other uses 15 ft. accessory structure 5 ft. ²	single family dwelling 10 ft. all other uses 15 ft. accessory structure 5 ft. ²	0 ft. Where a side setback is provided the maximum dimension shall not exceed 10 ft. ¹	all other uses 10 ft. ¹ accessory structure 5 ft. ^{1,2}	10 ft. ¹
Rear -	accessory structure 5 ft. All other uses 20 ft. or the average setback of all existing buildings within 200 ft of the side property lines	accessory structure 5 ft. All other uses 20 ft. or the average setback of all existing buildings within 200 ft. of the side property lines	All other uses 0 ft. ¹	accessory structure 5 ft. All other uses 10 ft. ¹	All other uses 10 ft. ¹
Maximum Building Height: In accordance with section_513	28 ft.	28 ft.	60 ft.	28 ft., or height of pre- existing structure in conformance with Sect. 513	40 ft.
Maximum Lot Coverage:	40%	50%	100% as allowed by Sections 515 and 516, and Section 603	70%	Area remaining after required setbacks and buffer areas are met.

Footnotes:

1. In accordance with Section 516
2. As accessory to a residence, a dog house, or child's play house or tree house, or temporary seasonal pools (section 407), or a shed or similar structure with a floor area of not more than 96 square feet and a height of not more than 10 feet may be located within any required yard, except the front yard, but not closer than 2 feet from any property line.

Section 307 Additional Provisions

A. Site Plan Review

Site Plan Review shall be conducted pursuant to Section 603 of these regulations, and shall be required for the following uses.

LDR, HDR districts: all uses other than single-family and two-family dwellings except as required elsewhere in these regulations.

B1, B2, S-IND districts: all new construction, enlargement or exterior alteration of structures and changes in parking or parking requirements except for one and two family dwellings, except as required elsewhere in these regulations.

B. Off-Street Parking and Loading

LDR, HDR, B2, S-IND Districts - required in accordance with the requirements of Section 515 of these regulations.

B1 district - required for lots more than one acre in this subdistrict. Site Plan approval by the Development Review Board is required and Section 515 of these regulations will apply except for Section 515.7. Parking is not required in the B1 subdistrict on lots less than one acre. If parking is provided on lots less than one acre, site plan approval by the Development Review Board is required and all Sections of 515 of these regulations shall apply, except for Section 515.7.

C. Signs

Shall be provided in accordance with the requirements of Section 517 of these regulations.

D. Design Review

B1 District – Design review is required as provided in Article 7 of these regulations for all new construction, enlargement or exterior alteration because of the special historic nature of this district to ensure new development is compatible with the fundamental design elements of the subdistrict. The Design Advisory Board shall refer to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

B2 District – Design review is required for all new construction, enlargement or exterior alteration of structures as provided in Article 7.

E. Landscaping, Buffering, Setbacks and Grading

All Districts - Landscaping, Buffering, Setbacks and Grading shall be provided in accordance with the requirements of Section 516 of these regulations.

F. Performance Standards:

All Districts - performance standards shall be in accordance with the requirements of Section 519 of these regulations.

St. Albans City Land Development Regulations

Article 4

Regulation of Special and City-Wide Uses

Section 401 Temporary Uses and Structures

Temporary permits may be issued by the Zoning Administrator for a period not exceeding one year for non-conforming uses incidental to construction projects.

Section 402 Temporary Special Sales

See Ordinances City of St. Albans, Title 5, Chapter 3, Subchapter 19 Lawn/Porch/Garage Sales, as amended.

Section 403 Home Occupations

Any home occupation, as defined elsewhere in these regulations, shall be permitted as an accessory use to any residential use if it complies with the requirements of this section.

- A.** Exterior displays or signs other than those normally permitted in a residential district, exterior storage of materials, and exterior indication of the home occupation or variation from the residential character of the principal structure shall not be permitted.
- B.** All performance standards, as stated elsewhere in these regulations, shall be met.
- C.** No traffic shall be generated by such activity in greater volumes than would normally be expected in the neighborhood.
- D.** Parking shall be provided off-street and shall not be located within the required front, side or rear setbacks.
- E.** No employees other than residents of the dwelling unit.
- F.** There will be only one home occupation or home industry per property unless approved by the Development Review Board.
- G.** Prior to beginning any home occupation, a zoning permit shall be obtained from the Office of the Zoning Administrator. The Zoning Administrator may require the submittal of any information deemed necessary to ensure that the proposed use meets the above standards for home occupations. Failure to provide sufficient information to determine compliance may result in the denial of a zoning permit for the proposed home occupation.

Section 404 Home Industry

Any home industry, as defined elsewhere in these regulations, shall comply with the requirements of this section.

- A.** Exterior displays or signs other than those normally permitted in the district and exterior storage of materials shall not be permitted.
- B.** No traffic shall be generated by such activity in greater volumes than would be normally expected in the neighborhood.
- C.** All performance standards, as stated elsewhere in these regulations, shall be met.
- D.** Parking shall be provided off-street and shall not be located in the required front, side or rear setbacks.
- E.** No employees other than residents of the dwelling unit.
- F.** There will be only one home occupation or home industry per property unless otherwise approved by the Development Review Board.
- G.** Prior to beginning any home industry a zoning permit shall be obtained from the Office of the Zoning Administrator. The Zoning Administrator may require the submittal of any information deemed necessary to ensure that the proposed use meets the above standards for home industries. Failure to provide sufficient information to determine compliance may result in the denial of a zoning permit for the proposed home industry.

Section 405 Day Care Homes or Day Care Facilities

- A.** Small Family Day Care Home. A state registered family day care home, as defined in 33 V.S.A. § 4902(3), as amended, serving six or fewer children (not including children residing in the residence of the caregiver), shall constitute a permitted single-family residential use of property.
- B.** Large Family Day Care Home. A state registered family day care home as defined in 33 V.S.A. § 4902(3), as amended, serving no more than six full-time and four part-time children (not including children residing in the residence of the caregiver), using a minor portion of a dwelling, shall constitute a home occupation (subject to Section 403 of these regulations) if the same is customary in residential areas and does not change the character thereof. A Large Family Day Care Home shall require site plan review.
- C.** Day Care Facility. Except as set forth in subsections A and B above, a day care facility, as defined in 33 V.S.A. § 4902(2), as amended, shall be a permitted or conditional use in such zones as set forth in Article 3. The day care facilities to which this subsection C applies shall be referred to in Article 3 as “Day Care Facility”.

- D. Notwithstanding the above, a state registered or licensed day care home or day care facility provided on-site by employers for the purposes of caring for the dependents of employees shall be considered an accessory use.

Section 406 Mobile Homes, Travel Trailers, Mobile Home Parks

Section 406.1 Mobile Homes

It shall be unlawful for any person to erect a mobile home on any public or private property, except in accordance with these regulations as follows:

- A. A single mobile home may be erected at any location where a single family dwelling unit is allowed.
- B. In an approved mobile home park.
- C. In an approved mobile home sales lot.
- D. The Zoning Administrator may approve a mobile home or travel trailer at a construction site for security, office and/or laboratory use for a period not to exceed one year. The Zoning Administrator may extend this period to conform to the construction period.

Section 406.2 Travel Trailers

It shall be unlawful for any person to park a camping trailer, travel trailer, pick-up coach, and/or motor home on any public or private property, except in accordance with these regulations as follows:

- A. In an approved travel trailer sales lot.
- B. A travel trailer may be parked on private property, in the rear or side yards, providing that the trailer is parked behind the front face of the principal building and no closer than six feet to any lot line. A trailer so parked shall not be hooked up to any utilities or used as temporary living quarters and shall not except for a period of two weeks or less when a visitor may utilize such for sleeping purposes only.

Section 406.3 Mobile Home Parks

- A. Mobile home parks may be allowed in districts authorized, in accordance with the following additional standards:
 1. Any new mobile home park shall be reviewed under Section 803, Planned Unit Development.
 2. No mobile home, office or service building shall be closer than 80' to a public right-of-way, nor closer to a property line than 50'.

3. A strip of land at least 25' in width shall be maintained as a landscaped area abutting all mobile home park property lines except when the park boundary is adjacent to residential uses where the landscaped area shall be at least 50' in width.
 4. All park roads within a mobile home park shall have a right-of-way at least 50' in width. The roadway will be a minimum of 22' in width and be constructed in accordance with State of Vermont standards for Class 2 and 3 highways.
 5. Mobile home parks shall provide at least ten percent (10%) of the total area for recreation and other open space purposes.
 6. Each mobile home space within an existing park shall:
 - a) Be at least 2,000 square feet in area, and at least 20' wide by at least 100' in depth, and shall front on a park road.
 - b) A suitable non-porous pad shall be provided for each mobile home site.
 - c) A mobile home shall be located on the mobile home space so that it is at least 20' from the right-of-way of the park road and 12' from any other lot line of the mobile home space.
 - d) Have an electrical source supplying at least 60 amps, 220 volts installed in accordance with the National Electrical Code and laws of the State of Vermont.
- B. The standards in section A2-A6 above may be waived after conditional use review by the DRB provided the applicant demonstrates that adherence to these standards would have the effect of prohibiting a replacement of a mobile home on an existing lot. In approving this waiver, the DRB may impose conditions to ensure continued orderly development of the mobile home park, such as requiring vegetative screening for privacy.
- C. In accordance with the requirements of 24 V.S.A. Section 4412 (7) (B), if a mobile home park is a nonconformity under these bylaws, the entire mobile home park shall be treated as a nonconformity, and individual lots shall not be treated as a nonconformity for the purposes of discontinuance or abandonment.

Section 406.4 Other Provisions

- A. The provisions of Section 603 Site Plan Review apply.
- B. All existing mobile homes, trailers, and mobile home parks which do not conform to these regulations, but which conformed to the regulations in place when the use first began, shall be considered non-conforming uses and/or structures, and shall be bound by those regulations governing non-conforming uses and/or structures as set forth elsewhere in these regulations.

Section 407 Private Swimming Pools

The purpose of this regulation is to establish regulated performance standards for the installation and use of private swimming pools. No swimming pool shall be erected or used upon any parcel of property in the City of St. Albans until an application has been made to the Zoning Administrator for a Construction and Use Permit and said permit has been issued. The fee for the pool

construction permit shall be the same as for other accessory structures. Obtaining a Construction and Use Permit for a swimming pool will follow the same procedure as Section 903 Building Permits.

- A.** Every swimming pool with two or more feet of water depth shall be secured in a manner that prevents entry without supervision. A successful pool barrier prevents a child from getting over, under, or through and keeps the child from gaining access to the pool except when supervising adults are present.

- B.** Every above-grade private swimming pool with two or more feet of water depth shall:
 - 1.** have a railing around the pool edge or deck, a minimum of three (3) feet high, maintained in good condition and constructed of durable material so constructed as to be impenetrable to toddlers shall be equipped with a security gate at the bottom of the steps with a self-latching device designed to keep, and capable of keeping such gate closed at all times; or
 - 2.** shall be completely enclosed by a fence maintained in good condition and constructed of durable material so constructed as to be impenetrable to toddlers, at least four (4) feet high and not more than six (6) feet in height and so constructed as to reasonably afford no external hand holds or foot holds, and equipped with a self-latching closure mechanism and provided with hardware for permanent locking; or
 - 3.** freestanding above ground pools with an essentially smooth vertical exterior wall of at least four feet in height measured on the outside surface shall not require railings or fencing. However, all points of access for these pools shall be equipped with a security gate with a self latching devise that latches from the inside so as to keep the gate closed at all times.

- C.** Every in-ground private swimming pool shall be enclosed with a fence maintained in good condition and constructed of durable material so constructed as to be impenetrable to toddlers, at least four (4) feet high and not more than six (6) feet in height and so constructed as to reasonably afford no external hand holds or foot holds, and equipped with a self-latching closure mechanism and provided with hardware for permanent locking.

- D.** All existing private swimming pools shall comply with A-C above.

- E.** Swimming pools, permanent or portable, shall be permitted as an accessory use in all parts of the city, subject to the following provisions.
 - 1.** The use of said permanent and portable swimming pools shall be limited for use to residents of the premises or their guests, without charge for admission, and must be located on the same lot, as an accessory use to the residence or dwelling thereon.
 - 2.** No swimming pool shall be installed unless said pool (water edge) is at least eight (8) feet away from any side line; not less than twenty-five (25) feet away from any front line; not less than eight (8) feet away from any rear line. No pool shall project beyond the front face of the residence.
 - 3.** Temporary, seasonal pools that are drained and stored during winter months may

- be located up to two feet from side and rear property lines.
4. The water in every swimming pool shall be treated in a manner sufficient to maintain standards established by any and all applicable provisions of law relating to swimming pools existing in the State of Vermont.
 5. Backwash water and/or high water overflow shall be discharged in such a manner so that it does not adversely affect any abutting or adjoining property.
- F. Electric wiring shall be installed so that it does not pass over the water edge of the pool. All electrical connections entering into the pool area shall be ground faulted as required by the National Electric Code of the National Fire Protection Agency.
- G. During the installation of private swimming pools, a protective barrier, a minimum of four (4) feet high, shall be provided so as to enclose and secure said area when construction is not being accomplished. Prior to removal of the protective barrier and upon completion of the construction, the protective barrier shall be replaced with a fence.

Section 408 Adult Business or Adult Entertainment Establishments

It is the intent of this section to regulate the location of adult businesses or adult entertainment establishments as herein defined within the boundaries of the City of St. Albans and to protect the public health, safety and welfare of our citizens. The location restrictions are imposed in order to guard against the serious and negative operational impacts of these businesses on adjacent sites and to prevent the downgrading of the neighborhoods surrounding such businesses.

- A. Adult businesses and adult entertainment establishments as defined elsewhere in these regulations are subject to all regulations, requirements, and restrictions for the zone in which the businesses are permitted and shall be subject to the following which supersede any less restrictive provisions herein to the contrary:
1. No adult business or adult entertainment establishment, as defined elsewhere in these regulations, shall be operated or maintained contiguous to any lot used for residential purposes or within 1,000 feet of any residential district boundary line, school, park, place of worship, or recreational facility where minors may congregate such as, but not limited to, a community center, the YMCA, YWCA and the Boys and Girls Club, or other adult business or adult entertainment establishment.
 2. Measurement shall be made in a straight line, without regard to intervening structures or objects, from the nearest point on the property line of the adult businesses or adult entertainment establishment to the nearest point on the property line of the school, park, place of worship, recreational facility, or other adult business or adult entertainment establishment.
 3. No adult business or adult entertainment establishment shall be permitted within a building, premise, structure or other facility that contains another adult business or adult entertainment establishment.
 4. Minimum front, side and rear setbacks shall be 200 feet.
 5. Screening shall be provided such that the nature of the use of the lot shall not be apparent to persons on the adjacent sidewalks or streets or to persons in vehicles,

- including school buses, in the adjacent streets.
6. The provisions of Section 603, Site Plan Review apply.

- B.** The provisions herein with respect to adult businesses and adult entertainment establishments do not supersede existing or future municipal ordinances with respect to nudity or public indecency.

Section 409 Accessory Dwelling Units

- A.** An accessory dwelling unit that is located within or appurtenant to a single family dwelling shall be a permitted use. An accessory dwelling unit shall be defined as efficiency or one-bedroom apartment, located within or appurtenant to an owner-occupied single-family dwelling, that is clearly subordinate to a single-family dwelling, and has facilities and provisions for independent living, including sleeping, food preparation, and sanitation, provided there is compliance with all the following:
1. The property has sufficient wastewater capacity.
 2. The unit does not exceed 30 percent of the total habitable floor area of the single-family dwelling.
 3. Applicable setback, coverage, and parking requirements specified in the bylaws are met.
 4. The accessory unit or the main dwelling must be owner occupied.
- B.** Notwithstanding the provisions in Section 409A above, the creation of an accessory dwelling unit will require conditional use approval when one or more of the following is involved:
1. A new accessory structure, constructed after the enactment of these bylaws,
 2. An increase in the height or floor area of the existing dwelling,
 3. An increase in the dimensions of the parking areas.

Section 410 Public Facilities

In accordance with 24 V.S.A. Section 4413 the following uses may be regulated through site plan and conditional use review only with respect to location, size, height, building bulk, yards, courts, setbacks, density of buildings, off-street parking, loading facilities, traffic, noise, lighting, landscaping, and screening requirements, and only to the extent that regulations do not have the effect of interfering with the intended functional use:

1. State- or community-owned and operated institutions and facilities.
2. Public and private schools and other educational institutions certified by the State Department of Education.
3. Churches and other places of worship, convents, and parish houses.
4. Public and private hospitals.
5. Regional solid waste management facilities certified under 10 V.S.A. Chpt. 159.
6. Hazardous waste management facilities for which a notice of intent to construct has been received under 10 V.S.A. § 6606(a).

Section 411 Agricultural and Silvicultural Practices

In accordance with 24 V.S.A. Section 4413, this bylaw will not regulate accepted agricultural and silvicultural practices, including the construction of farm structures, as those practices are defined by the Secretary of Agriculture, Food and Markets or the Commissioner of Forests, Parks and Recreation. However, farmers intending to erect a farm structure must notify the municipality of the intent to build a farm structure, and abide by setbacks contained within the zoning ordinance, unless they provide an approval of lesser setbacks by the Commissioner of Agriculture, Food and Markets. The notification must contain a sketch of the proposed structure and include the setback distances from adjoining property owners and the street right-of-way. Additionally, all farm structures within the Flood Hazard Overlay District must comply with the National Flood Insurance Program. Lastly, the municipality may report violations of Accepted Agricultural Practices or accepted silvicultural practices to the appropriate state authorities for enforcement.

Section 412 Non-Conforming Uses and Structures

Section 412.1 General Provisions

- A.** Nothing contained in these regulations shall require any change in plans or construction of a non-conforming structure for which a zoning permit has been issued, and which has been completed within one year from the effective date of these regulations.
- B.** Nothing in these regulations shall permit the use of any portion of a structure declared unsafe by a proper authority nor the continuation of a condition declared to be a health hazard by an appropriate authority.
- C.** No provision of this bylaw shall prevent the normal maintenance associated with non-conforming uses and non-conforming structures, provided that such action does not increase the degree of non-compliance. In the event this provision conflicts with design review regulations, design review regulations shall govern.
- D.** If the non-conformance is related to signs, Section 517 shall apply.

Section 412.2 Non-Conforming Uses

Any non-conforming use of structures or land, may be continued indefinitely, but

- A.** Shall not be moved, enlarged, altered, extended reconstructed, or restored, including the addition of accessory structures, except as specifically provided below in B through D, nor shall any external evidence of such use be increased.
- B.** Shall not be re-established if such use has been discontinued for a period of one year, or has been changed to, or replaced by, a conforming use. Intent to resume a non-conforming use shall not confer the right to do so.

- C. Shall not be restored to other than a conforming use after 75% damage from any cause, unless the non-conforming use is reinstated within one year of such damage. If the restoration of such building is not completed within one year, the non-conforming use of such building shall be deemed to have been discontinued, unless such non-conforming use is carried on without interruption in the undamaged part of the building.
- D. Any residential use which under these regulations is non-conforming may be altered or extended, including the addition of accessory structures, if such alteration or extension does not result in additional dwelling units or the addition of other non-conforming uses.
- E. Any non-conforming parking in LDR, HDR, B1, or B2 may not be altered or extended, except to conform to these regulations.
- F. All non-conforming, non-residential uses in LDR and HDR shall be required to meet the criteria found in Section 705(C).

Section 412.3 Non-Conforming Structures

The following provisions shall apply to Non-Conforming Structures:

- A. A non-conforming structure, 75% of whose market value has been destroyed from any cause, shall not be rebuilt unless in compliance with these zoning regulations in regards to setbacks, area, height, etc.
- B. A non-conforming structure may be extended, providing that the extension is in conformance with all provisions of these regulations.

Section 413 Planned Unit Development

A. Authority and Review Process

With the approval of a Planned Unit Development, the Development Review Board is hereby empowered to vary certain zoning regulations, as indicated herein, under the criteria and procedures established in Section 4417 of the Act. Any application for a Planned Unit Development that involves a subdivision of land will be required to receive subdivision approval under Article 8 in addition to any others approvals required by these regulations.

B. Purpose

The purpose of a planned unit development is to encourage a development which will result in:

1. A pattern of development which preserves trees, outstanding natural topography and geologic features and prevents soil erosion.
2. An efficient use of land resulting in smaller networks of utilities and streets.

3. An environment in harmony with surrounding development.
4. A more desirable environment than that which would be possible through the strict application of other sections of these regulations.
5. For residential planned unit developments, a choice in the types of environment and living units available to the public and quality in residential land uses.
6. For residential planned unit developments, green space and recreation areas.

C. Application

Proposals for planned unit development shall be referred to the Development Review Board by the Zoning Administrator. In addition to any other application requirements for Conditional Use or Subdivision, the material accompanying the proposal shall contain the following:

1. A site plan showing all buildings, parking areas, sidewalks, roadways and landscaping at a scale sufficient to permit the study of all elements of the plan.
2. The location and description of all utilities and rights of way.
3. Elevations of all buildings.
4. The adjacent building outlines and other outstanding features within two hundred (200) feet.
5. Changes in grading.

D. Development Standards

A planned unit development shall comply with the following standards:

1. Shall be an allowed use within the district which the project is located.
2. Shall have contiguous acres equal to three times the minimum lot size for the district for the uses(s) proposed.
3. Lot size, width, front yard depth, and side yard requirements of the district in which the planned unit development is located may be waived; however, these shall be evaluated by the Development Review Board on their individual merit, based on the purposes set forth in Section 804B and the intent of the Municipal Plan.
4. The permitted number of dwelling units may include a density increase of as much as twenty-five (25) percent beyond the number which could be permitted if the land were subdivided into lots in conformance with the zoning regulations for the district in which the land is located. In granting a density increase, the Development Review Board shall consider the capacity of community facilities and services and the character of the area affected.
5. A residential only planned unit development shall set aside open green space for common usage as follows: for projects up to 1.5 acres at least thirty (30) percent shall be set aside, and for projects over 1.5 acres, at least fifty (50) percent of the development shall be set aside. The regulations for control and maintenance of this open green space shall be approved by the Development Review Board.

E. Rules and Regulations

The Development Review Board may prescribe, from time to time, rules and regulations to supplement the standards and conditions set forth in these zoning regulations for planned unit development, provided the rules and regulations are not inconsistent with the zoning regulations.

St. Albans City Land Development Regulations

Article 5

General Regulations

Section 501 Miscellaneous Requirements of the Act

The following provisions shall apply to all districts except where listed.

In accordance with Section 4412 of the Act, the following shall apply:

A. Undeveloped, Nonconforming Lots

Any undeveloped lot in individual and separate and non-affiliated ownership from surrounding lots, may be developed for the purposes permitted in the district in which it is located, even though not conforming to minimum lot size requirements, if such lot is not less than one-eighth acre in area with a minimum width or depth dimension of forty (40) feet.

Any undeveloped lot which is in single or affiliated ownership with an abutting lot, all or part of which does not meet the requirements of these regulations, shall be considered, together with said abutting lot, an individual lot for the purpose of these regulations and no portion of said lot shall be used or sold which does not meet the requirements of these regulations.

However, a nonconforming lot shall not be deemed merged and may be separately conveyed if all the following apply: (i) The lots are conveyed in their preexisting, nonconforming configuration;(ii) On the effective date of any bylaw, each lot was developed with a water supply and wastewater disposal system;(iii) At the time of transfer, each water supply and wastewater system is functioning in an acceptable manner;(iv) The deeds of conveyance create appropriate easements on both lots for replacement of one or more wastewater systems, potable water systems, or both, in case there is a failed system or failed supply as defined in 10 V.S.A. chapter 64. 24 V.S.A. § 4412(2).

B. Required Frontage On, Or Access To, Public Roads

No land development may be permitted on lots which do not have either frontage on a public road or, with the approval of the Development Review Board, access to such a road by a permanent easement or right-of-way of record at least twenty (20) feet in width. A right-of-way may not service more than four (4) dwelling units or service uses permitted or conditional in the district in which the right-of-way originates. The width of the right-of-way may not be counted for setback requirements. For projects requiring subdivision approval, the review will take place as part of the subdivision application. For projects not requiring a subdivision application, conditional use approval will be required. The DRB may require a wider right-of-way if the DRB determines it is

necessary for reasons of safety or future growth and development patterns.

C. Protection of Home Occupations

Any resident may use a minor portion of a dwelling unit for a home occupation in accordance with Section 403.

D. Group Homes or Residential Care Homes

A group home or registered care home to be operated under state licensing or registration, serving not more than eight persons who have a handicap or disability as defined in 9 V.S.A. Section 4501, shall be considered by right to constitute a permitted single-family residential use of property, except that no such home shall be so considered if it is located within a 1,000 feet radius of another existing or permitted such home.

Section 502 Lots Divided by District Boundaries

Where a district boundary line divides a lot of record, the regulations for the district that contains the portion of the lot that has frontage on a public road shall apply. When the district boundary line divides the property line that fronts the public road, the regulations for the district in which the major part of the property line lies shall apply.

However, when two or more properties located in different zoning districts are reconfigured or combined, zoning shall apply to the lots as they were originally configured.

Section 503 Principal Buildings

In all residential districts there shall be only one principal building on a lot unless otherwise approved under the planned unit development.

Section 504 Building Coverage, Open Porches, Carports and Garages

In determining the percentage of building lot coverage or the size of yards, porches (decks), open or covered, or carports open at the sides but roofed, and all principal and accessory buildings shall be included.

Section 505 Reduction in Lot Area

No lot shall be so reduced in area that the area, yards, lot width, frontage, coverage or other requirements of these regulations shall be smaller than herein prescribed for each district. The provisions of this section shall not apply when part of a lot is taken by eminent domain.

Section 506 Required Area or Yards

Space required under these regulations to satisfy lot area, yard, or other green space requirements in

relation to one building shall not be counted as part of a required green space for any other building.

Section 507 Yards on Corner Lots

Any yard adjoining a street shall be considered a front yard for the purposes of these regulations.

Section 508 Projection in Yards

Every part of a required yard shall be open from grade level to the sky, unobstructed, except for the ordinary projections of sills, cornices, pilasters, chimneys and eaves, provided that no such projections may extend more than two (2) feet into any required yard.

Section 509 Location of Driveways

All driveways are to be located at least seventy-five (75) feet from a street line intersection for all uses except one and two family residential uses. Driveways connecting individual lots to the street network shall be clearly defined and of the minimum width necessary to provide safe access. However, driveways located in residential districts will be no wider than 20 feet. If the Development Review Board finds that the addition or expansion of an access driveway would endanger vehicular or pedestrian safety, the use of an existing on-site or off-site access may be required.

Section 510 Abandonment of Excavation

When work on an excavation for a building has begun and is subsequently abandoned all structural materials shall be removed from the site, and the excavation thus remaining shall be covered over or filled to the normal grade by the owner.

Section 511 Fences to Excavation

Excavation with slopes exceeding a one to two ratio shall be protected from encroachment by a suitable fence at least five feet in height with no opening in the mesh over six inches.

Section 512 Obstruction of Vision

In all districts except the B-1 Central Business Subdistrict, on a corner lot regardless of the district, within the triangular area formed by the intersection of two street lines and a third line joining them at points twenty-five (25) feet away from their intersection, there shall be no obstruction to vision between the height of three (3) feet and ten (10) feet above the average grade of each street. Any waivers of this regulation must include provisions for traffic control at the affected intersection.

Section 513 Height Regulations

- A. The Development Review Board may, as part of a site plan review, approve an increase in the maximum height of a structure up to sixty (60) feet in the S-IND District and up to

seventy-two (72) in the B1 District if it determines that by doing so the proposed structure will:

1. More efficiently utilize the site;
2. Be compatible with existing and proposed structures in the area.

B. The Development Review Board may, as part of a site plan review, approve an increase in the maximum height of a structure up to thirty-six (36) feet in all residential districts if it determines that by doing so the proposed structure will:

1. Be compatible with existing and proposed structures in the area;
2. Not aesthetically degrade the neighborhood;
3. Have minimal impact on abutting properties exposure to solar radiation.

An increase in the setback requirements may be a condition of the approval of height limit increase. In such case the setback increase shall not be greater than two (2) feet for every one (1) foot increase above the basic maximum height limit.

C. In the B1 - Central Business Subdistrict, the following minimum height requirements shall apply:

1. new structures shall be not less than two (2) stories in height;
2. reconstructed structures shall be rebuilt to no less than the highest of the following:
 - a. the pre-existing structure;
 - b. the shortest neighboring structure; or
 - c. two (2) stories.

D. In the B2 – Central Business Subdistrict, reconstructed structures shall at minimum be rebuilt to the height of the pre-existing building. This may only be waived at the request of the applicant and if the DRB determines the proposed height is compatible with the intent of the district and described in the municipal plan and these bylaws.

Section 514 Burned, Destroyed, Demolished, Or Abandoned Buildings

No owner or occupant of land in any district shall permit burned, destroyed, demolished, or abandoned buildings to be left for a period exceeding six months, and such owner or occupant shall remove or refill the same to ground level or shall repair, rebuild or replace the structure.

Section 515 Off-Street Parking and Loading

Section 515.1 General Requirements

- A.** Parking of any nature shall not be allowed in the required front yard setback area in any LDR, HDR, B1 or B2 district, except for parking existing prior to the adoption of these regulations.
- B.** When a site plan is required in LDR or HDR, existing non-conforming parking must, as determined by the Development Review Board, be brought into conformance.
- C.** When site plan approval is required in B1 or B2, existing non-conforming parking must, as determined by the Development Review Board, be required to conform to these regulations. Parking is not required in the B1 subdistrict on lots less than one acre. If parking is provided on lots less than one acre, site plan approval is required and all Sections of 515 of these regulations shall apply, except for Section 515.7.
- D.** Parking shall be to the side and rear of the principal building or in the driveway with uses other than those in existence prior to adoption of these regulations.
- E.** In the event that parking is provided at the side of the building, no parking space shall be within 10 feet of the front of the principal building.
- F.** All parking spaces for other than a single or two-family dwelling or accessory apartment shall be so designed and maintained that no parking or maneuvering incidental to parking shall be on any public street or walk, and so that any vehicle may be parked and removed without moving another.
- G.** The number of parking spaces required shall be in accordance with Section 515.7, Table of Off-Street Parking Requirements. For any use not listed, the Development Review Board shall determine the parking spaces required.
- H.** In LDR and HDR districts, required off-street parking shall be provided on the same or adjacent lot as the building or other use which they serve. In all other districts off-site parking may be considered by the Development Review Board in site plan review.
- I.** Parking spaces for persons with disabilities shall be provided for all commercial uses. The size, number and location of spaces shall comply with State regulations and the requirements of the Americans with Disabilities Act.

Section 515.2 Location and Access

Access to parking areas and maneuvering areas shall be designed to assure, so much as possible, the safety of vehicles and pedestrians, and so as to not obstruct the free flow of traffic on public streets.

Section 515.3 Parking Design Standard

- A.** Parking spaces are dimensioned to reflect adequate parking area for standard sized cars and small trucks and shall be maintained as such. If parking spaces are required for large vehicles, these shall be designated separately and will be in addition to those required for cars.
- B.** The minimum size of a parking space shall be a rectangle measuring 9 feet x 18 feet, except that for full-time employee parking such space may be reduced to 8.5 feet x 18 feet.
- C.** The width of all aisles providing direct access to individual parking spaces shall be in accordance with the requirements specified below. Unless the parking angle is 90 degrees, only one way traffic shall be permitted in aisles serving a single row of parking.

Minimum aisle width shall be twelve feet. Aisle width for angled parking shall be provided according to the following table:

Parking Angle (degrees)	Aisle Width (feet)
30	12
45	13
60	18
90	20

- D.** In all districts, where more than eight parking spaces are required under these regulations, the entire parking area, including parking spaces and maneuvering lanes shall be surfaced with asphalt or concrete paving and shall be striped to delineate parking spaces and lanes.
- E.** If any driveway, parking area, or off-street loading area is located within 100 feet of a residential district, and it is not required under these regulations to be paved, it shall be stabilized or otherwise treated to prevent dust. Before site plan approval is granted, the applicant shall present a management plan to be followed in this regard.
- F.** Off-street parking areas shall be drained so as to dispose of all surface water accumulated in the parking area in such a manner as to preclude drainage of water onto adjacent properties or toward buildings.
- G.** All lighting used to illuminate any off-street parking area shall be so installed as to be confined within and directed onto the parking area only.

Section 515.4 Landscaping and Screening

Landscaping for accessory off-street parking lots shall serve as an aid in controlling pedestrian circulation, enhancing environmental and aesthetic conditions, reducing storm water runoff in

paved areas, and the glare of automobile lights.

For all accessory off-street parking lots of nine (9) spaces or more the following provisions apply.

- A.** When a lot is located adjacent to a public right-of-way, provisions should be considered to reduce the visual impact of the lot, including, but not limited to, landscape setbacks, grade changes, landscape berms or the preservation of existing vegetation.
- B.** Along the perimeter of the parking lot, provisions to reduce the visual impact and noise to neighboring properties shall be provided. These provisions may include a landscaped strip around the lot to be planted with shade trees and low shrubs.
- C.** For the interior of the lot, a suitable area may be provided for the purpose of planting shade trees or other appropriate vegetation.
- D.** Landscaping shall be provided so as to not interfere with site distances at adjacent street intersections or parking lot access points.
- E.** Interior area lighting is encouraged. Luminaries shall not cause glare to adjoining properties.

Section 515.5 Shared Parking for Multiple Uses

Joint parking facilities for two different land uses may be shared, upon approval of the Development Review Board, where it can be demonstrated that the two uses have different principal operating hours. Where such facilities are proposed, the applicant should submit a parking demand analysis identifying the demand of each component use for various time periods. Shared parking areas in the Business Districts and S-IND-Service-Industrial District may be located on lots adjacent to the principal use or within four hundred (400) feet thereof.

Section 515.6 Off-Street Loading and Unloading

An off-street loading area, which is logically and conveniently located for bulk pickups and deliveries, and scaled to the delivery vehicles expected to be used, shall be required of all commercial and industrial uses. The placement of the loading area shall be such that it is accessible even when all required off-street parking spaces are filled. Any required off-street loading area is not to be included as part of required off-street parking space.

Section 515.7 Table of Off-Street Parking Requirements

USE	PARKING SPACE REQUIREMENT
RESIDENTIAL	
Dwelling, Two Family	2 per dwelling unit
Dwelling, Multi-Family	2 per dwelling unit
Multi-unit dwellings located in B1, not in the Historic District	1.5 parking spaces per 1 and 2 bedroom units and 2 per 3 bedroom units, guest parking 1 per 3 units
Dwelling, Single Family	2 per dwelling unit plus 1 per any accessory apartment
COMMERCIAL	
Assembly Halls, Church, Other Public Assembly	1 per 4 seats
Banks, and Other Financial Institutions	1 per 250 gross square feet, queuing space of 6 per drive up lane
Bar/Nightclub, etc.	.5 per permitted maximum capacity
Car Wash	1 per 800 gross square feet
Clinic	1 per 200 gross square feet
Clubs, Social, Private, Fraternal and Similar	1 for every 4 members
Community Center, Community House	As determined by Development Review Board
Convenience Store, Gas Station	1 per 100 square feet and 1 per pump
Correctional Facility	1 per 10 inmates of maximum capacity
Courthouse	As determined by Development Review Board
Daycare Facility	1 per 5 children and 1 per 500 gross square feet
Dry Cleaner	1 per 300 gross square feet
Educational Facilities	1 per 400 gross square feet
Exhibit Halls	1 per 300 gross square feet
Funeral homes	1 per 75 gross square feet
Medical Facility	2.75 per bed
Hotels, Dormitories, Lodging House, Bed and Breakfast	1 per 2 beds
Junkyard	As determined by Development Review Board
Kennel	1 per 400 gross square feet, no less than 5 spaces
Laundry	1 per 2 wash machines
Library, Museum, Art Gallery, etc.	1 per 700 gross square feet
Motor Vehicle Service	6 per service bay
Motor Vehicle Sales and Service	1 per 400 gross square feet and 6 per service bay
Nursery School	1 per 500 gross square feet
Nursing Care Home	1 per 3 beds
Office/Clerical	3.5 per 1,000 gross square feet
Other Public Assembly	1 per 4 seats

Personal Service	1 per 200 gross square feet
Police/ Fire Station	1 per 300 gross square feet
Post Office	1 per 500 gross square feet
Professional Occupation	1 per 250 gross square feet
Restaurant	1 per 2 seats
Retail Business, Sales and Rental of Goods (unless listed separately)	1 per 250 gross square feet
Theater	1 per 3 seats
Transportation Facility, Bus Station, \Train Station	5 and 1 per 100 square feet of waiting area
INDUSTRIAL	
Manufacturing	1 per 400 gross square feet
Other Uses	As determined by the Development Review Board
Warehouse	1 per 1200 gross square feet

Section 516 Landscaping, Buffering, Setbacks and Grading

A. Planting Requirements

The Development Review Board, in determining the amount of planting to be required, shall take into account the following:

1. Existing trees, shrubs, evergreens, and other vegetation to be preserved on the site.
2. Visibility of incompatible or unsightly areas from street and adjoining properties.
3. The need to screen effectively all trash/garbage areas from view of street and adjoining properties.
4. The need to screen effectively all parking areas from streets and adjoining properties.

B. Performance Bond

The applicant shall provide a suitable performance bond or other form of security to guarantee the performance and completion of all required landscaping, site restoration, screening, fencing, paving, striping and public improvements. In the case of landscaping, bonding shall be sufficient to guarantee all plantings for a period of two years.

C. Buffers

Where properties used for non-residential purposes abut residential properties, buffers areas will be provided and maintained on the non-residential property for the purpose of reducing the visual impact of the non-residential use. Buffers will be installed and maintained according to the following rules:

1. Buffer areas shall consist of a strip of land with a width as specified in section 516D, below. Buffers shall include hedges and/or solid fencing and/or natural or man-made landforms. The hedges, fencing or landforms shall have a minimum height of five feet and shall provide adequate privacy to the surrounding residential land use. Plantings will consist of dense evergreens or other suitable plantings and shall be of a size and shape

approved by the Development Review Board. The area of the buffer not used for plantings and/or fencing shall be planted with grass and/or landscaped and maintained in good appearance.

2. Within a buffer area, there shall be no storage areas, service areas, parking or loading facilities, with the exception of access drive(s) and sidewalks into the property.
3. It shall be the responsibility of the owner of the non-residential property for which the buffer is required to maintain and replace, when necessary, such plantings, fences and/or land forms.

D. Buffer Widths:

The width of buffer areas shall be as specified below:

1. Where any non-residential land use in a business district abuts land in any residential district, the side and/or rear yard setbacks, shall be maintained as a buffer in the yard which adjoins the residential district.
2. Where any non-residential land use in a residential district abuts any residential land use in a residential district, a strip of land at least fifteen (15) feet in width shall be maintained as a buffer in the yard which adjoins the residential uses.
3. Where a service industrial district abuts or adjoins a residential district, a strip of land at least twenty (20) feet in width shall be maintained as a buffer in the yard that adjoins the residential uses.
4. Where any new non-residential land use abuts any existing residential land use within a business district or service industrial district a buffer as defined in Section 516C, is required. The buffer and its included elements shall be of sufficient height, width and character to screen out all outdoor lighting from view of the ground floor of the adjacent residential buildings.

E. Off-street Parking Areas:

Off-street parking areas shall be screened from view of the public right-of-way by a strip equal to the front yard setback and shall be landscaped as described in Section 516C. Landscaping and/or screening shall be installed in a manner consistent with the safety of pedestrian and vehicular traffic. All new off-street parking areas shall be suitably buffered to screen out all outdoor lighting from the view of the ground floor of adjacent residential buildings.

F. Districts Separated By A Public Right-Of-Way:

Where a public right-of-way separates a residential district from any non-residential district, the above standards may be modified by the Development Review Board for a specific site plan, if the modifications achieve substantially the same goal of minimizing conflicts between different land uses.

G. Setbacks Areas, Parking

All required setback areas of LDR, HDR, B1 and B2 districts shall be maintained with grass, ground cover, garden, shrubs and/or trees, and there shall be no storage areas, service areas, or parking or loading facilities, with the exception of access drives and sidewalks into the property. Where access drives and sidewalks encroach into the side or rear yard setback areas, fencing and/or additional landscaping may be required to protect adjoining properties under site plan review (see Section 603) for other than one or two family properties. The

location of accessory structures shall be governed by the Table of Dimensional Standards in Section 306.

H. Street Tree Planting

In the Business Districts, street tree planting may be required to create a new tree line or to maintain the existing tree line. If street trees at planting are required, minimum size for shade trees shall be 2.5" to 3" caliper.

I. Screening of Service Areas

In any district, all areas designated, used or intended to be used as service areas for any building or land use, other than one family and two family dwelling units, shall be screened from view with a wall, a solid fence or a hedge to the height of at least five (5) feet above grade level.

In Service Industrial Districts all outdoor storage of materials and equipment, including waste storage facilities, shall be stored located away from the view of abutting residential districts and screened from view from adjacent streets.

J. Grading

No grading, cut or fill shall be carried out in any district which leaves the slope of the finished grade in excess of a one to two ratio.

Section 517 Signs

Section 517.1 Administration

A. Purpose

It is the intent of this Section to permit only those signs and displays graphics, which are:

- Designed to be highly legible in the circumstances in which they are seen;
- Designed to be compatible with their surroundings;
- Fabricated, installed and maintained in good condition;
- Appropriate to the type of activity to which they pertain; and,
- Expressive of the identity of individual proprietors and of St. Albans as a whole.

B. Sign Permit and Application

1. No sign shall be erected, or changed, unless a permit for the same shall have been issued by the Zoning Administrator after favorable review from the Design Advisory Board as hereinafter provided. The fee for such permit shall be established by the City Council from time to time and be payable at the time of application. Any or all permits under this chapter may be revoked by the Zoning Administrator at any time and any sign may be ordered removed whenever, in the opinion of the Zoning Administrator, public necessity, safety, or convenience require such removal, and such removal shall be at the owner's expense

2. The Zoning Administrator will issue a sign permit as hereinafter provided for any and all signs in the City not contrary to these zoning regulations.

3. Prior to the erection of any sign, the applicant shall file with the Zoning Administrator an application in writing for a permit to erect such sign, on an application form supplied by the Zoning Administrator. The approval of said application by the Zoning Administrator shall expire within three (3) months from the date of such approval unless a permit to erect such sign is secured and such sign is erected. When such application has been approved by the Zoning Administrator, a permit shall be issued to the applicant.

4. Maintenance of existing signs doesn't require a permit if the maintenance includes the following:

- A. Normal cleaning, repair, or upkeep
- B. Work that does not alter the size, shape, color or wording of the existing sign

C. Design Review

1. All business signs shall be subject to review by the Design Advisory Board and subject to the provisions provided herein.

D. Removal of Signs

Any sign, which has been ordered removed by the Zoning Administrator, or is abandoned or discontinued, shall be removed within 30 days of written notice to remove. Any structure, wall, surface or other area from which the sign is removed shall be disassembled and/or restored so that no remnant of the sign is visible.

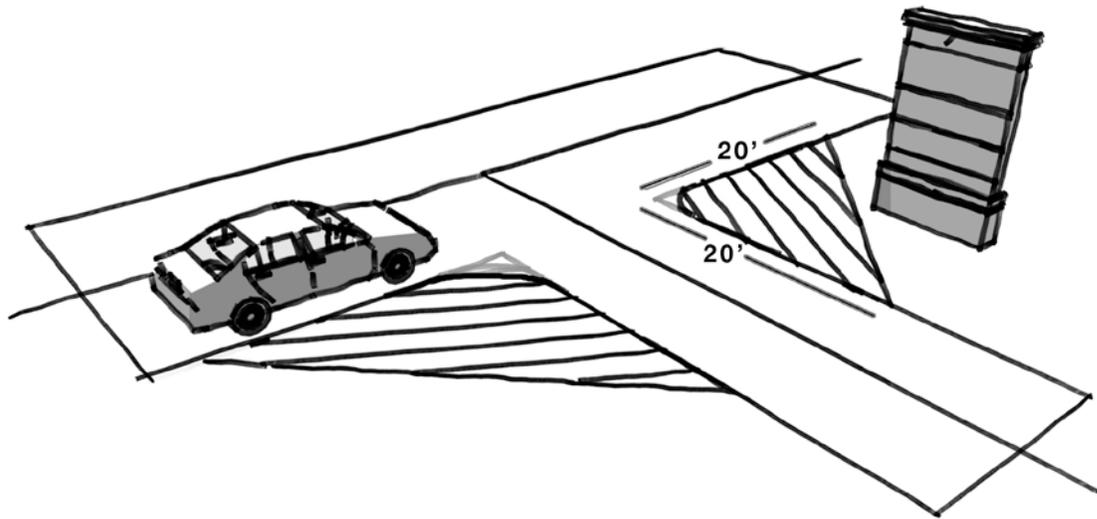
517.2 General Requirements

A. Location and Visibility

1. No sign, flag, banner or similar display shall physically or visually impede vehicular or pedestrian traffic by design, illumination, color or placement. All signs shall have sufficient clearance so as to provide clear and unobstructed visibility for vehicles entering and leaving the public right-of-way and, if illuminated, the light shall not be directed toward any public roadway or adjacent use.

2. No sign shall be located on public property or in the public right-of-way and all signs shall be setback no less than ten (10) feet of the edge of the public right-of-way, except as provided for herein. This requirement may be subject to Review if pre-existing space constraints do not allow such setbacks. Federal, state and municipal warning, regulatory and guide signs shall be exempt from this requirement.

3. No sign shall be located within the vision clearance area, which is the triangular area at a roadway intersection defined by measuring (20) feet along the intersecting road edges except in the Business 1 (B-1) District, no projecting sign shall project into, above or within ten (10) feet from the curb. This requirement may be subject to Review and individual signs may be permitted within the vision clearance area if sufficient need is demonstrated and if the design and location of such signs are compliant with §517.2.A.1



Hatched triangles indicate vision clearance areas

Figure 1. Vision clearance area for roadside signage.

4. The Review Board may alter or waive the clearance area and or setback requirements.
5. No sign shall be erected which obstructs free entrance and exit from a required door, window or fire escape, or which obstructs light, air or interferes with the proper functioning of the building.
6. All signs shall be on the same lot as the business it pertains to.

B. Measurement of Sign Area and Height

1. All awning signs, banners, flags, pennants, free-standing or ground signs, projecting signs, wall signs or other similar lettering or graphic displays shall be included in the total sign area permitted.
2. Sign area shall be quantified as square ft (sq. ft.) and be calculated upon the entire area of the sign panel, with a single continuous perimeter enclosing the extreme limits of the sign panel surface. The area of the supporting framework shall not be included in the area if such framework is incidental to the display and does not bear any copy or graphics
3. One sign face will be considered as the sign area for double-sided signs and signs designed to be viewed from two directions in which the two single faces are at not more than a thirty degree angle from each other.
4. For a sign painted on or applied to a building, structure, or window, the area shall be considered to be that of the smallest rectangle or simple geometric shape enclosing all the copy and/or graphics of the sign.



Figure 2. Lettering area for structure applied signage.

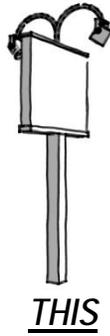
5. The height of any sign shall be measured from the median ground level of the lot frontage to the highest point of the sign or supporting framework
6. The area of three-dimensional or representational signs shall be calculated as one-half of the sum total of the projected area of the largest front and side views.

C. Construction and Maintenance

1. All construction, fixtures, wiring and installations shall conform to all applicable State and National fire prevention, building and electrical codes. All construction and installation shall be of high quality, durable materials and methods able to withstand all predictable environmental conditions and wind loads.
2. All signs shall be maintained in good condition and shall not be allowed to become dilapidated or in a state of disrepair.
3. All nonconforming signs when replaced or remodeled shall be brought into conformance with current standards.

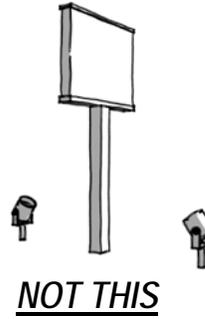
D. Sign Lighting

1. All external sign lights and external illuminated signs shall only be lit during hours of commercial or organizational operation for the associated use. Sign lights or illuminated signs deemed necessary by the Review Board for purposes of public safety shall be exempt from this requirement.
- 2. External lighting shall be designed and aimed to provide illumination of the sign face(s) only and external light sources shall be directed downward and shielded to limit light spill, glare or trespass beyond the sign face(s). The light source should not be visible.**



THIS

Figure 3. Downward Lighting

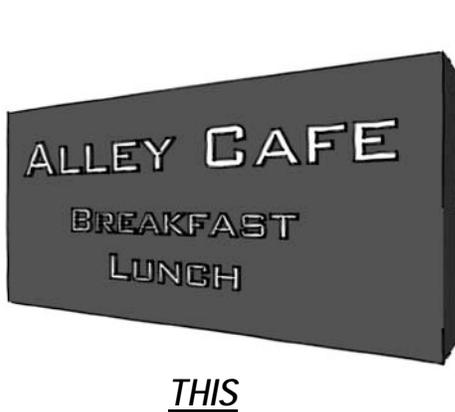


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Figure 4. Upward Lighting

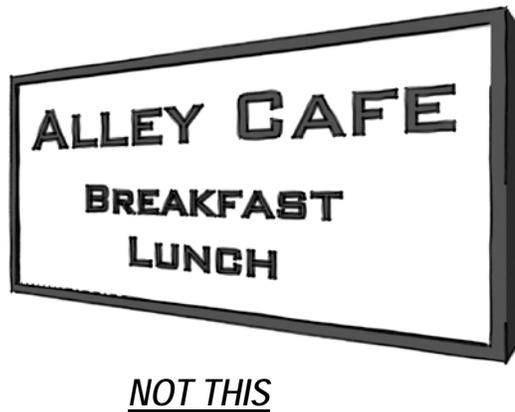
3. Only white or off-white light of a constant intensity shall be permitted as the primary light source for any sign.

4. Internal illumination shall be permitted only as white or off-white graphics on an opaque dark colored background or as white or off-white halo lighting. The lettering of such internally lit signs shall not exceed 40% of the surface area of the sign, and there shall be minimal, if any, translucence of the opaque background material. See examples in 517.9.



THIS

Figure 5. White graphics on a dark background.



NOT THIS

Figure 6. Dark graphics on a light /white background.

5. Internally illuminated signs shall not be permitted in residential or historic districts. However, internally lit marquee type signs for movie theatres and performing arts centers are permitted in historic districts with these conditions: 1) Such signs are based on historical precedent, as demonstrated by the applicant; 2) the proposed lighting will not create unacceptable glare or light trespass; and, 3) the sign lighting and overall design is consistent with industry standards for such sign types.

6. The average level of illumination of a sign face shall not exceed 10.0 foot-candles and the uniformity ratio shall not exceed 2:1 (average: minimum), which means that the average foot candle illumination, or brightness, of the sign face will not exceed two times that of the minimum foot candle illumination on the sign face. The Design Advisory Board may require the applicant to submit a photometric analysis, which delineates light levels and uniformity ratios. The Design Advisory Board may require a test of foot-candle illumination, if necessary, on a

constructed sign using a light meter, to ensure a sign light does not exceed allowable illumination levels and does not result in light trespass.

7. Exposed neon shall be permitted only as a minor portion of a sign or sign lighting and will be subject to Design Review.

8. All electrical boxes and transformers shall be integrated into the sign and/or support structure design or shall be otherwise screened to minimize the visual impact of such electrical components.

9. No string/rope of lights shall be used as sign lights unless such lights are shielded so that the lights are not visible from typical viewing angles. No lights or string/rope of lights shall be used for the purpose of advertising, displaying or otherwise attracting attention to the premises when not part of a sign or approved street or outdoor lighting. This shall not be interpreted to include seasonal or holiday decorations temporarily displayed.

10. Basic information signs, such as “vacancy/no vacancy” or “open” or store hours will not count as part of the sign area if such signs do not exceed 25% of the overall sign square footage.

Section 517.3 Prohibited Signs

A. Flashing signs, roof signs, signs containing moving parts, or signs containing reflective elements which sparkle or otherwise reflect sunlight. Signs, which indicate the current time and/or temperature, are permitted provided they meet all other provisions of these regulations;

B. Signs that include the words “stop,” “caution,” or “danger,” or that incorporate red, amber, or green lights which resemble traffic lights, or that resemble “stop”, “yield” or other similar traffic control signs in shape and color, except that Federal, State and Municipal traffic, regulatory, and informational signs are exempt from this requirement;

C. Signs resembling a public street sign placed on public or private property in a manner to cause a driver to think the sign depicts a public street;

D. Signs affixed to a fence, utility pole or utility structure, or to a tree, shrub, rock or other natural object;

E. Signs erected on a gasoline station canopy, except that the logo of a single product line may be erected which does not occupy more than one-quarter the area of a single side border of the gasoline station canopy. Such canopy signs shall be included in the total sign area of the lot;

F. Internally illuminated in residential or historical districts except as otherwise provided for herein.

G. Mobile signs or motor vehicles on which is placed or painted a sign parked or positioned in a manner primarily intended to display the sign;

H. Off-premise signs.

- I.** Sandwich board signs intended to be visible from a public right-of-way, except that such signs shall be permitted in the Business 1 (B-1) District as well as the Traditional Downtown (DR-1) and Downtown Expansion (DR-2) Design Review Districts. Sandwich board signs are permitted in these locations as long as they 1) do not obstruct or interfere with pedestrian travel and sidewalk functions; or 2) do not create a pedestrian or vehicular safety hazard.

Section 517.4 Pre-existing Signs and Non-Conforming Signs

- A.** A non-conforming pre-existing sign is a sign lawfully existing at the time of adoption of these regulations but does not conform to the provisions of these regulations.
- B.** Any non-conforming sign shall not be enlarged, redesigned or altered in any way, other than for ordinary maintenance, except to conform to the requirements of these regulations.

Section 517.5 Standards and Regulations for Specific Sign Types

A. Awning Signs

1. An awning sign is any sign painted on, attached or otherwise applied to the cover of a moveable or permanent frame of the hinged, roll folding or fixed type of awning.
2. Such sign shall be applied directly to the surface of the awning, and shall not extend beyond the limits of the awning cover or be attached to the underside.
3. The total area of any awning sign shall comply with all requirements as Section 517.
4. A minimum of 7 feet above sidewalk level shall be allowed for pedestrian clearance below awnings.
5. Awning signs shall be considered part of the total permitted sign area and shall not exceed 20% of the awning surface area.
6. Internally illuminated awnings or neon on awnings shall not be permitted.

B. Construction Signs

1. A construction sign is any on-premise sign temporarily identifying the contractor, architect, landscape architect, and/or engineer's name, address and other pertinent information.
2. Such signs shall employ temporary methods of installation and may be maintained on the property for the term of construction, and not more than 30 days following the completion of construction.
3. Such signs shall not exceed 32 square feet in area.

C. Banner, Flag or Pennant Signs for Daily or Long Term Use

1. A banner, flag or pennant is any sign of lightweight fabric or similar material that is mounted to a pole or to a building.

2. Such signs shall not exceed 15 square feet in area per flag/banner in the Business 1 (B-1) District and the Traditional Downtown (DR-1) Design Review District. In all other Districts, banners, flags and pennant signs shall not exceed 20 sq. ft.

3. A minimum of 7 feet above sidewalk level shall be maintained below any flag, banner or pennant suspended from a pole, without wind present

4. Banners may be used as Projecting or Wall signs. Such banners shall comply with all applicable standards and requirements for Projecting or Wall signs, shall require applicable permits and shall be included when calculating permitted sign area.

5. Government flags or government insignias displayed on flagpoles and not used as wall or window signs.

D. Directory Signs

1. A directory sign is any sign that is used for a multi-tenant parcel or property, which includes two or more individual business establishments.

2. Directory signs shall feature the name and/or address of the parcel or property and shall not include lengthy listings of individual business establishments. No more than three "anchor" business establishments may be included on such directory signs when used for street or roadside advertising.



Figure 7. Free standing directory signage for roadside or street side signs.

3. Directory signs may be freestanding or wall signs.

E. Freestanding Signs

1. A freestanding sign is any sign supported by structures or supports that are placed on or anchored in the ground and that are independent from any building or other structure.

2. The height of a freestanding sign shall not exceed:

- 12 feet in the Business 1 District
- 18 feet in the Business 2 District
- 4 feet in the High- and Low-Density Residential Districts
- 18 feet in Service-Industrial District

3. Free standing signs over 6 feet in height may have no more than 2 sides. When a sign has two or more faces, the area of all the faces shall be included in determining the sign area.

4. Freestanding signs shall not be permitted for uses above ground level, except if such sign is a portion of a freestanding sign permitted for a multi-tenant building or group of buildings.

F. Home Occupation Signs

1. Home occupation signs may be projecting, wall or window signs, or they may be combined all in one panel.

2. Home occupation signs may not exceed a total size of 4 square feet.

G. Projecting Signs

1. A projecting sign is any sign that is mounted to a building and that is perpendicular to the side of a building on which it is mounted
2. Sign area of projecting signs shall not exceed 10 square feet.
3. Such sign shall be hung at a right angle to the building and shall not project more than 4 feet out from the building.
4. Projecting signs shall have a minimum clearance of 9 feet above grade when located adjacent to or projecting over a sidewalk. If projecting over an alley or driveway, the clearance shall be at least 13 feet.
5. The top edge of projecting sign panels or any extensions of the sign panel shall not exceed the height of the bottom edge of second story windowsills. Minimal support structures, chains or cables may be permitted to exceed such height and shall be subject to Review.
6. Projecting signs shall not be permitted uses above ground level, except if such sign is a portion of a projecting sign permitted for a multi-tenant building or group of buildings.

H. Temporary Signs

1. Temporary signs are any signs, which are used temporarily, are not permanently mounted and announce a short-term activity or event.
2. Temporary signs shall not exceed 6 square feet in area.
3. Such sign shall be removed when the activity or event being announced is ended.
4. Temporary signs may not be displayed more than 30 days in a 12-month period.

I. Wall Signs

1. A wall sign is any sign, which is, attached parallel to the exterior surface of a building or structure.
2. Such sign shall not project more than 15 inches from the building surface measured from the eve.
3. Where a lot fronts on more than one street, the aggregate sign area facing each street frontage shall be calculated separately according to Section 517.5.
4. Where two or more wall signs are affixed to a wall, the sum total of sign area shall not exceed the total sign area permitted.
5. Wall signs shall not extend higher than the top of the parapet wall of the principal building.

6. Wall sign placement and proportions shall respect and respond to the architectural features of the building to which it is affixed and shall not conflict with or obscure such features.

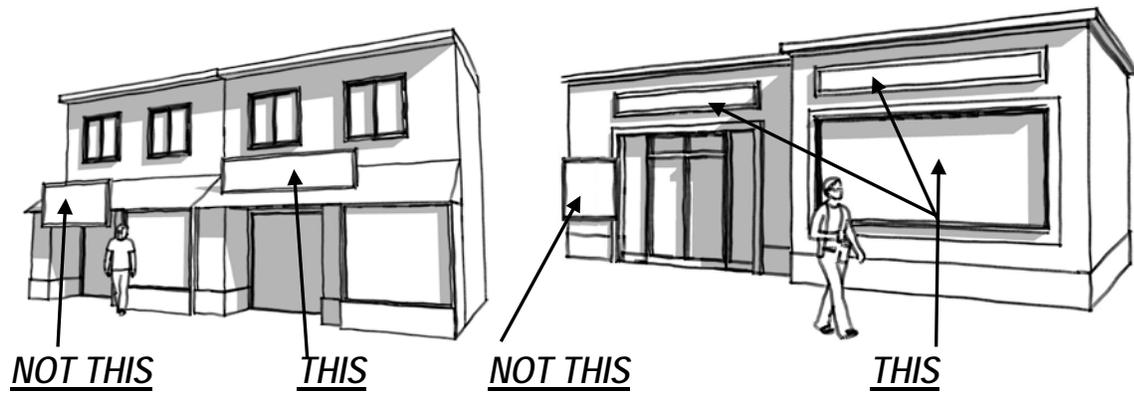


Figure 8. Correct and incorrect sign placement. **Figure 9.** Correct and incorrect sign placement.

J. Window Signs

1. A window sign is any sign which is painted or otherwise applied or mounted onto a windowpane, or which is hung directly inside the window with the purpose or effect of identifying any premises from the sidewalk or the street.

2. Window signs shall not exceed more than 25 percent of the window area in which they are displayed.

3. Temporary window signs, banners, posters and graphics may be displayed without permit or fee providing they do not exceed fifteen (40) percent of the total display window area

4. Product displays which directly display the business name or similar advertising elements shall be considered window signs and shall be included in the total sign area permitted.

Section 517.6 Permitted Sign Types, Quantities and Sizes

USE	MAX. QUANTITY		SIGN TYPE PERMITTED	MAX. AREA	HEIGHT/CLEARANCE
Ground Level Business	Principal Sign	(1)	Awning	20% of awning surface area	Min. 7 feet above sidewalk level
		OR			
		(1) per public	OR		

USE	MAX. QUANTITY		SIGN TYPE PERMITTED	MAX. AREA	HEIGHT/CLEARANCE
		right-of-way on corner lot	Wall	In B-1, B-2 & S-IND districts, sign shall not exceed the smallest of: 120 sq. ft of sign area; <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street; <i>OR</i> 10% of wall area 9 sq. ft. in HDR & LDR districts	Shall not project more than 15 inches from building surface
			<i>OR</i>		
			Window	25% of window area; temporary window displays may not exceed 40% of window area	
			<i>OR</i>		
			Projecting	10 sq. ft.	Min. 9 feet above sidewalk; Min. 13 ft. over an alley or driveway
	Accessory Sign	(1) <i>OR</i> (1) per entrance on each public right-of-way of corner lot	Flag 1. <i>OR</i> Banner 2. <i>OR</i> Pennant	15 sq. ft. in B-1 and DR-1 districts; 20 sq. ft. in all other districts	Min. 7 feet above sidewalk

USE	MAX. QUANTITY		SIGN TYPE PERMITTED	MAX. AREA	HEIGHT/ CLEARANCE
Above Ground Level Business	(1)		Wall	In B-1, B-2 & S-IND districts, sign shall not exceed the smallest of: 120 sq. ft of sign area; <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street; <i>OR</i> 10% of wall area 9 sq. ft. in HDR & LDR districts	Shall not project more than 15 inches from building surface
				3. OR	
			Window	25% of window area; temporary window signs may not exceed 40% of window area	
Multi-Tenant Business Development	Parcel/ Development	(1)	Wall	In B-1, B-2 & S-IND districts, sign shall not exceed the smallest of: 120 sq. ft of sign area; <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street; <i>OR</i> 10% of wall area 9 sq. ft. in HDR & LDR districts	Shall not project more than 15 inches from building surface
				<i>OR</i>	
			Freestanding	Sign shall not exceed the smallest of: 64 sq. ft of sign area <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street	12 ft. in B-1; 18 ft. in B-2; 4 ft. in HDR & LDR; 18 ft. in S-IND
	Individual Business	(1) per business	Awning	20% of awning surface area	Min. 7 feet above sidewalk level

USE	MAX. QUANTITY		SIGN TYPE PERMITTED	MAX. AREA	HEIGHT/ CLEARANCE
			<i>OR</i>		
			Wall	In B-1, B-2 & S-IND districts, sign shall not exceed the smallest of: 120 sq. ft of sign area; <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street; <i>OR</i> 10% of wall area 9 sq. ft. in HDR & LDR districts	Shall not project more than 15 inches from building surface
			<i>OR</i>		
			Window	25% of window area; temporary window signs may not exceed 40% of window area	
			<i>OR</i>		
			Projecting	10 sq. ft.	Min. 9 feet above sidewalk; Min. 13 ft. over an alley or driveway
Home Occupation	(1)			4 sq. ft.	
			4. OR		
			Wall		
			5. OR		

USE	MAX. QUANTITY		SIGN TYPE PERMITTED	MAX. AREA	HEIGHT/CLEARANCE
			Window		
Single Family Residence	(1)		Wall	2 sq. ft.	Shall not project more than 15 inches from building surface
Two- or Multi-Family Residence	Parcel/Development	(1)	Wall	6 sq. ft.	Shall not project more than 15 inches from building surface
	Individual Unit	(1) per unit	Wall	1 sq. ft.	
Boarding/Rooming House	(1)		Awning	6 sq. ft.	
			6. OR		
			Freestanding		
			7. OR		
			Projecting		
			8. OR		
Window					
Subdivision or Development Sale or Lease	(1) per public right-of-way frontage		Freestanding	Sign shall not exceed the smallest of: 64 sq. ft of sign area <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street	12 ft. in B-1; 18 ft. in B-2; 4 ft. in HDR & LI 18 ft. in S-IND
Public, Municipal, Institutional or Service Organization	(1) per public right-of-way frontage		Awning	20% of awning surface area	Min. 7 feet above sidewalk level
			OR		
			Freestanding	Sign shall not exceed the smallest of: 64 sq. ft of sign area <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street	12 ft. in B-1; 18 ft. in B-2; 4 ft. in HDR & LI 18 ft. in S-IND

USE	MAX. QUANTITY	SIGN TYPE PERMITTED	MAX. AREA	HEIGHT/ CLEARANCE
		OR		
		Wall	In B-1, B-2 & S-IND districts, sign shall not exceed the smallest of: 120 sq. ft of sign area; <i>OR</i> 1.5 sq. ft. of sign area for each lineal foot of ground floor storefront facing the street; <i>OR</i> 10% of wall area	Shall not project more than 15 inches from building surface
			9 sq. ft. in HDR & LDR districts	
		OR		
		Window	25% of window area; temporary window signs may not exceed 40% of window area	

Section 517.7 Exempt Signs

The following signs shall be exempt from the requirements of these regulations:

A. Signs less than two (2) square feet in area, without advertising, displayed for direction, instruction or convenience of the public, including signs which identify rest rooms, entrances and exits, hours and days of business, posted areas or the like, provided such signs are on the premises of the activity served by such sign;

B. One sign not exceeding six (6) sq. ft. in area is permitted for advertising the sale, rental or improvement of the premises on which it is located;

C. Signs not exceeding one (1) square foot in area and bearing only property numbers, post box numbers, names of occupants of premises, or other identification of premises not having commercial connotations;

D. Legal notices, identification, informational, warning or directional signs displayed in accordance with governmental regulations or requirements;

E. Government flags or government insignias, displayed on flagpoles and not used as wall or

window signs;

F. Integral decorative or architectural features of buildings, memorial signs or tablets denoting the names of buildings and dates of erection when cut into masonry or constructed in durable, non-flammable materials and attached flush to the wall;

G. One on-premises sign not exceeding four (4) square feet in area advertising “garage sale,” “tag sale”, or other temporary sale: such signs may be displayed for a period up to 48 hours in advance of the sale and 12 hours after the completion of the sale;

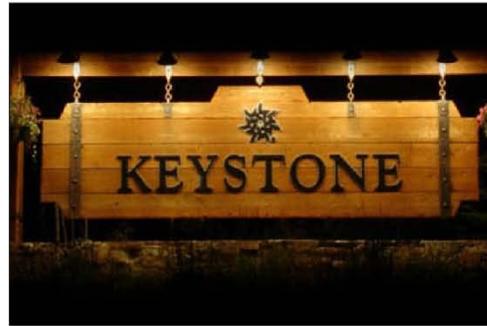
H. Bulletin boards for official and/or public use located on municipal property; and,

I. Decorative murals that do not contain any business, advertising or product references.

Section 517.8 Examples of Good Sign Design



LED down lighting



Incandescent down lighting



Internal illumination w/ opaque background



Halo lighting (shown day and night)



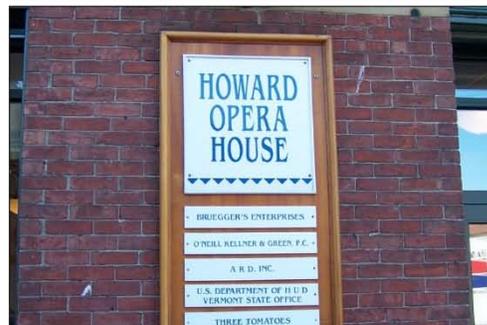
Awning sign



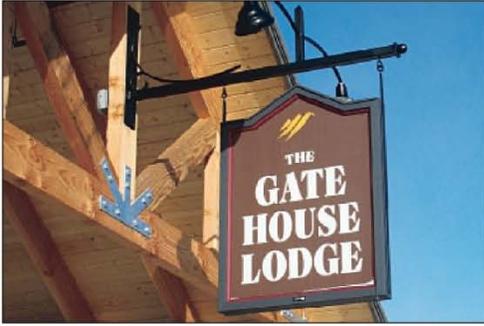
Cut-out lettering and sign band



Window graphics



Building directory



Projecting sign (w/ down lighting)



Symbols as signs



Regional context



Regional context



Landscape feature sign



Building mounted



Monument sign and architectural context



Monument sign and architectural context

Section 517.9 Examples from St. Albans



Historic sign



Facade sign



Downlit sign



Perpendicularly lit sign



Downlit sign on building facade



Sign that fits with historic architecture



Simple sign design with 3-D element

Section 517.10 Definitions

Foot-Candle: A quantitative unit of measure for luminance equal to one lumen per square foot measured at ground level.

Glare: The effect produced by a light source within the visual field that is sufficiently brighter than the level to which the eyes are adapted, to cause annoyance, discomfort, or loss of visual performance and ability.

Light Trespass: Light from an artificial light source that is intruding into an area where it is not wanted or does not belong.

Lumen: A quantitative unit measuring the amount of light emitted by a light source.

Luminance: The quotient of the luminous flux at an element of the surface surrounding the point and propagated in directions defined by an elementary cone containing the given direction. It is a measure of light emission.

Section 518 Lighting

All exterior lighting, whether for the purpose of security, safety, advertising or otherwise, shall be subject to this section. Exterior lighting shall be kept to a minimum consistent with the requirements for pedestrian and vehicular safety and the character of the neighborhood.

A. Prohibition

No person shall place or maintain any light device or indirect lighting so as to cause undue glare, unnecessary illumination, and annoyance to residents, pedestrians or drivers of vehicles. The following types of exterior lighting are prohibited:

1. Unshielded area lights (wall packs and yard lights)
2. Exposed fluorescent
3. Low pressure sodium
4. Neon (except low level/accent)
5. Internal illumination of signs or awnings

B. Approved Lighting

1. Height of any light fixture shall not exceed 20 feet Metal Halide or color rendition-corrected high-pressure sodium
2. Down directed shielded lighting
3. Low Poles, up to 16 feet high, with very low intensity or down shielded fixtures
4. The maximum height of any light fixture shall not exceed 20 feet.

Section 519 Performance Standards

In accordance with Section 4414(5) of the Act, in all districts the following performance standards together with all applicable state standards must be met.

A. Noise

No noises shall be permitted in excess of seventy (70) decibels at the property line.

B. Odor

No emission shall be permitted of odorous gases or other odorous matter in such quantities as to be readily detected or as to interfere unreasonably with the comfort of the public. Any process which may involve the creation or emission of any odors shall be provided with a secondary safeguard system so that control will be maintained if primary safeguard system should fail. Table III, Odor Thresholds, in Chapter 5, Air Pollution Manual, copyright 1951 by Manufacturing Chemists' Association, Inc., Washington, D.C. or its equivalent shall serve as a guide in determining such quantities of offensive odors.

C. Smoke

There shall not be discharged into the atmosphere from any source at any time any air pollutant in excess of specified darkness standards (No. 1 on the Ringlemann Chart). This shall include emissions of air pollutants of such capacity as to obscure an observer's view to a degree equal to or greater than the above visible emission standard. Visible emission of any kind at ground level past the lot line of the property on which the source of the emissions is located is prohibited.

D. Vibration

No vibration shall be produced which is transmitted through the ground and is discernible without the aid of instrument at or beyond the lot lines; nor shall any vibration produces exceed 0.002g peak at up to 60ops frequency, measured at or beyond the lot lines using either seismic or electronic vibration measuring equipment. Vibrations occurring at higher than 50ops frequency or random vibrations shall not induce accelerations exceeding .001g. Single impulse random vibrations occurring at an average interval greater than 5 minutes shall not induce accelerations exceeding .01g.

E. Glare

1. Direct Glare: Illumination beyond property lines caused by direct or spectrally reflected rays from incandescent, fluorescent, or arc lighting, or from such high temperature processes as welding or metal refinement. No such direct glare shall be permitted with the exceptions that the parking areas and walkways may be illuminated by luminaries so hooded or shielded that the maximum angle at the cone of direct illumination shall be 60 degrees drawn perpendicular to the ground, with the exception that such angle may be increased to 90 degrees if the luminary is less than four feet above the ground. Such luminaries shall be placed not more than sixteen feet above the ground level and the maximum illumination at ground level shall not be in excess of three foot candles.

2. Indirect Glare: Illumination beyond property lines caused by diffuse reflection from a surface such as a wall or roof of a structure. Indirect glare from a reflecting surface shall not exceed: 0.3 foot candles - maximum; 0.1 foot candles - average.

Section 520 Extraction of Soil, Sand or Gravel

In accordance with Section 4464 (b)(2) of the Act, in any district the removal of soil, sand or gravel for sale, except when incidental to construction of a building on the same premises, shall be permitted only upon approval of a plan for the rehabilitation of the site by the Development Review Board and after a public hearing. In any district, the following provisions shall apply:

- A. Before approval of any new or extension to a sand or gravel operation, a performance bond shall be secured from the applicant sufficient to ensure that upon completion of the extraction operations, the abandoned site will be left in a safe, attractive and useful condition in the interest of public safety and the general welfare. The owner shall submit a plan of proposed improvements to accomplish this end. The bond shall be sufficient to cover the cost of redevelopment of the site as a park, lake, recreation area or other usable open space.
- B. The removal of all material shall be conducted so as to result in the improvement of the land, giving due regard to the contours in the vicinity, such as leveling slopes and removing hills. The digging or creating of pits or steep slopes shall not be permitted, unless provisions are made to refill such pit.
- C. The excavation operation sites shall be graded smooth and left in a neat condition. Cut slopes and spoil banks shall not be allowed to remain. The operation site shall be fertilized, mulched and reseeded so as to establish a firm cover of grass or other vegetation sufficient to prevent erosion under the supervision and satisfaction of the Zoning Administrator.
- D. All surface drainage affected by excavation operations shall be controlled by the owner to prevent erosion debris and other loose materials from filling any drainage course, street or private property. All provisions to control natural drainage water shall meet with the approval of the Zoning Administrator.
- E. No excavation or blasting shall take place within 200 feet of any street or other property line.
- F. No power activated sorting machinery or equipment shall be located within 300 feet of any street or other property line, and all such machinery shall be equipped with satisfactory dust elimination devices.
- G. All excavation slopes in excess of one to two shall be adequately fenced as determined by the Zoning Administrator.
- H. Extensions of an existing non-conforming operation shall not be permitted.

- I.** Stripping of topsoil for sale or for use on other premises, except as may be incidental to a construction project, shall be prohibited.
- J.** The Development Review Board may attach any additional conditions as it may find necessary for the safety and general welfare of the public.

St. Albans City Land Development Regulations

Article 6

Permit Review Procedures and Standards

Section 601 Permitted Uses

A use designated as a permitted use in any district, may be permitted upon decision of the Zoning Administrator subject to the requirements of these regulations.

Section 602 Conditional Uses

A use designated as a conditional use in any district may be permitted upon decision of the Development Review Board, subject to the requirements of 24 V.S.A., Section 4414(3).

Section 602.1 Procedure; Action by Development Review Board

The Development Review Board may grant a conditional use permit after public notice in accordance with Section 908 of these bylaws and a public hearing, according to the following procedures:

- A.** An application for a conditional use permit shall be filed in the office of the Zoning Administrator, who shall refer the application to the Development Review Board.
- B.** The Development Review Board may specify additional information for consideration of the application, including, but not limited to, data, traffic impact studies, site plans and elevations.
- C.** The Development Review Board shall review the proposed use for compliance with all applicable criteria as contained in these regulations. This review shall specifically include consideration of the stated purpose of the district in which the proposed use is to be located.
- D.** The Development Review Board shall act to approve or disapprove a requested conditional use within 45 days after the adjournment of the final public hearing held under this section, and failure to so act shall be deemed approval.

Section 602.2 Approval Criteria

The Development Review Board shall determine that the proposed use shall not have an undue adverse effect on:

- A. The capacity of existing or planned municipal facilities;
- B. The character of the area affected, as defined by the purposes of the zoning district within which the project is located, and specifically stated policies and standards of the municipal plan;
- C. Traffic on roads and highways in the vicinity;
- D. Bylaws then in effect; or
- E. Utilization of renewable energy resources.

Section 602.3 Approval Conditions

In permitting a conditional use, the Development Review Board may impose specific conditions it deems necessary to achieve the goals of the Municipal Plan, and to protect the best interests of the surrounding property, the neighborhood, or the municipality as a whole. These conditions may include the following:

- A. **Minimum Lot Size**
The Development Review Board may specify an increase in the minimum lot size requirement to allow for adequate screening or buffering, to accommodate an increase in density or intensity of use that may result from development.
- B. **Adjacent Uses**
The Development Review Board may require the applicant to arrange uses on the site to place more compatible uses closer to nearby properties with less intensive uses.
- C. **Land Use Performance Standards**
The Development Review Board may impose conditions relating to, dust, smoke, noise, odor, glare or vibration beyond those expected from permitted uses in the district in accordance with Section 519, other relevant sections of these bylaws and other applicable City ordinances.
- D. **Off-Street Parking and Loading**
The Development Review Board may require an increase in the number of required off-street parking or loading spaces to assure vehicles can be accommodated on-site.
- E. **Landscaping, Buffering and Screening**
The Development Review Board may require landscaping, screening or buffering on

the periphery of the development to improve compatibility with abutting or nearby uses.

F. Design and Location of Structures

The Development Review Board may impose requirements to assure the proposed use is compatible with adjoining or nearby development. These requirements may include, but not be limited to, requirements to increase minimum setback distances, limiting building coverage or the height of buildings.

G. Size, Location and Design of Signs

The Development Review Board may limit the size, number and location of signs beyond that required in Section 516 in order to maintain the character of the district in which the proposed use is located.

H. Access and Circulation

The Development Review Board may require alterations to vehicular movement and parking areas, internal streets and drives, traffic signals and turning lanes on abutting streets. In the event that the development may be expected to cause a significant drop in the level of service, the Development Review Board may require a contribution proportionate to the share of excess traffic. Such contribution may include the installation of acceleration or deceleration lanes, turn lanes or other road or intersection improvements.

The following uses must be located on or have vehicular access to a collector or arterial street, as defined by the City's 1991 Comprehensive Highway Transportation Analysis:

- a. School
- b. Emergency Service
- c. Place of Worship
- d. Funeral Home
- e. Hospital

I. Construction Time Limit

The Development Review Board may specify a time limit for construction, alteration or enlargement of the proposed use. Substantial construction for the proposed use shall be initiated within one year of granting the conditional use permit.

J. Performance and Operation

The Development Review Board may specify and restrict the hours of operation and other factors related to the performance of the proposed use.

Section 602.4 Changes to a Conditional Use

- A. Any enlargement or alteration of a conditional use shall be reviewed as a conditional use by the Development Review Board.

- B.** A change in use, expansion or contraction of land, area, or alteration of structures which are designated as a conditional use, shall conform to all regulations contained herein pertaining to conditional uses. Such changes shall not be commenced until a conditional use permit is issued by the Development Review Board for such change, expansion, construction or alteration under this section.

Section 602.5 Expiration

Any approvals granted by the Development Review Board under this section shall be considered void one year from the date of the written decision by the Board, or in the case of any appeal being filed, one year after the final decision is granted on appeal, unless the applicant has either: 1) obtained a building permit in regard to the approved use, or 2) has met all necessary conditions of approval, and has begun the new use of the property, or 3) has applied for and received a one-year extension as per section 602.7 of these ordinances. Should none of the above criteria be met within the one-year time frame, new conditional use approval shall be required.

Section 602.6 Extension of Conditional Use Permit

A one-year extension to any conditional use approval may be granted by the Development Review Board, if application for such extension is made before the original approval has become void. The Board may consider any conditional use criteria in deciding whether to grant the extension, and specifically should consider any interim changes in the zoning regulations which relate to the proposed use.

Section 603 Site Plan Review

Section 603.1 Purpose and Applicability

A. Purpose

The purpose and intent of site plan review is to protect the public health, safety and general welfare; to promote orderly growth and development; to ensure new development is harmonious with existing development and the environment; and to encourage the objectives of the City of St. Albans Comprehensive Municipal Plan.

B. General Requirements

- 1.** Site plan approval shall be required, pursuant to Section 4416 of the Act for the following:
 - a) A site plan that involves no new construction or enlargement of any structure but does modify the arrangement of parking, landscaping or other requirements of Section 603 (Minor Site Plan), or
 - b) A site plan that involves new construction or enlargement of existing structures

and does not modify parking and/or landscaping or other requirements of Section 603 (Minor Site Plan) or

- c) A site plan that involves new construction or enlargement of any structure that changes off-street parking, landscaping or other requirements of Section 603 (Major Site Plan).
- 1. Site plan approval is not required for a one (1) family dwelling or a two (2) family dwelling.
- 2. No zoning permit, building permit or certificate of occupancy shall be issued for any new construction, enlargement, any significant change in off-street parking or landscaping or a change in a previously approved site plan until final site plan approval shall have been obtained from the Development Review Board of the City of St. Albans.
- 3. The clearing of vegetation and/or construction of driveways and roads in preparation for a use requiring site plan approval shall not occur before final site plan approval by the Development Review Board.
- 4. A written recommendation from the Design Advisory Board is required by applicants whose projects are either in the Design Review District or on the National Register of Historic Places prior to the public hearing for site plan approval.

Section 603.2 Application Requirements

- A. A minimum of three (3) full size sets of plans as well as nine (9) copies in 11" x17" size of the application for Site Plan Review shall be filed with the Zoning Administrator.
- B. The site plan review application shall include the following information:
 - 1. For Minor Site Plans:
 - a) The name and address of the applicant, and other planners, engineers, architects, surveyors and/or other professionals engaged by the applicant in preparing the site plan application.
 - b) Name and address of the owner of record; or if a corporation, name and address of representative and evidence of registration to do business in Vermont.
 - c) The block and lot and zoning district of the site.
 - d) The location and dimensions of all existing structures, existing and proposed driveways, parking areas, landscaping and signs.
 - e) The location and dimensions of the lot and all setback lines as required by these regulations.
 - f) Proposed stormwater drainage.
 - g) Construction sequence and schedule for the completion of each phase for parking and landscaped areas.

2. For Major Site Plans:

- a) General Information
 - i. The name and address of the applicant, and other planners, engineers, architects, surveyors and/or other professionals engaged by the applicant in preparing the site plan application.
 - ii. Title of development, date, north arrow, scale, name and address of owner of record, or if a corporation, name and address of representative and evidence of registration to do business in Vermont.
 - iii. A key map indicating the location of the proposed development and surrounding streets.
 - iv. The districts of the proposed development. Dimensions of lot, building and setback lines as required by these regulations. Percentage of lot coverage.
 - v. The tax lot and block of the proposed development and the tax lot and block of all properties within one hundred (100) feet of the proposed development.
 - vi. Street and road names.

- b) Property Description
 - i. The names of all owners of record of all properties within one hundred (100) feet of the site boundary.
 - ii. Easements, rights-of-way and areas dedicated for public use.
 - iii. Contours and relevant floor elevations.
 - iv. In the event of a dispute regarding in the property description, the Development Review Board may require a boundary survey.

- c) Development Plan
 - i. The approximate location and dimensions of all existing and proposed structures and the location of all existing structures within the applicable setbacks on adjacent properties.
 - ii. All existing and proposed paved areas, parking areas, traffic access and circulation and pedestrian walks, trails and sidewalks. Means of vehicular access and egress to and from the site into public streets.
 - iii. Existing and proposed elevations, and, as appropriate, lawns, meadows, trees with a diameter of six (6) inches or more measured at 5 foot above grade, water courses, wetlands, rock outcrops, and other significant existing site features of scenic, ecological and historical value within one hundred (100) feet of the site boundary.
 - iv. The location, layout and dimensions of off-street parking and loading areas.
 - v. Location of outdoor storage and fencing.

- d) Grading and Drainage:
 - i. A proposed grading plan, indicating areas to be left undisturbed, and the extent and amount of cut and fill for all disturbed areas.
 - ii. Proposed stormwater drainage.

- e) Landscaping and Signs:
 - i. A landscape plan indicating the location of lawns, trees and shrubs and other landscape features.
 - ii. Location of proposed signs.
 - iii. The direction and timing of outdoor lighting.
 - f) Utilities Plan: Location of existing and proposed utilities.
 - g) Project Schedule: Construction sequence and schedule for the completion of each phase for buildings, parking, and landscaped areas.
- C. Where due to special conditions peculiar to a site, or the size, nature, or complexity of the proposed use or development of land or buildings, the Development Review Board may request additional information in order to make an informed decision.

Section 603.3 Application and Review Procedure

A. Pre Application Conference, Site Plan

1. At the request of the applicant, the Zoning Administrator shall hold a pre-application conference for the purpose of determining application and review requirements.
2. The purpose of the pre-application conference is to provide input from the Zoning Administrator in the formative stages of site design. The applicant shall not be bound by the pre-application conference nor shall the Zoning Administrator be bound by any such review.

B. Site Plan Review

1. Actions by the Zoning Administrator:
 - a) An application and site plan shall be submitted to the Zoning Administrator by the applicant for review.
 - b) When all the information required by Section 603.2 and any additional requested information is assembled, the Zoning Administrator shall accept the application and refer the application to the Development Review Board for public review. In the event the Zoning Administrator deems the required information to be incomplete, the applicant shall be so notified and may request transmission of the application to the Development Review Board. The Zoning Administrator shall honor such request.
 - c) Not less than 15 days and not more than 20 days of receiving the application the Zoning Administrator shall place the complete application on the next available agenda for consideration by the Development Review Board.
 - d) Not less than 15 days of the next available meeting date the Zoning Administrator shall warn a public hearing on the application.
 - e) The Zoning Administrator shall refer all applications within the jurisdiction of Design

Review pursuant to Article 7 of these regulations to the Design Advisory Board.

2. Action by the Development Review Board:

- a) The Development Review Board shall inform the applicant of its decision in writing within forty-five (45) days of the adjournment of the public hearing for site plan review approving, disapproving, or approving with conditions the site plan application.
- b) Failure of the Development Review Board to act within the time frames prescribed in this article shall be deemed to constitute approval, unless the time frames are extended by agreement with the applicant.

C. Filing of Approved Site Plan

If necessary, the approved site plan shall be revised by the applicant to include all conditions imposed by the Development Review Board. It shall then be signed and dated by the Zoning Administrator.

One (1) copy of the approved site plan shall be returned to the applicant together with any requirements, comments or actions by the Development Review Board. A second copy of the site plan and application indicating the same requirements, comments or actions, shall be retained by the City and filed with the Zoning Administrator's office.

D. Amendments to Approved Site Plan

Amendments to an approved site plan shall be processed in accordance with this Section.

E. Fees

A fee in the amount set by the City Council shall accompany each application.

F. Performance Guarantee

If any aspect of the site plan requires public roads, public parking, water or sewer, landscaping, screening, fencing, or paving, the applicant shall be required by the Development Review Board to furnish the City a suitable financial guarantee covering these improvements. The financial guarantee shall be released by the City within fifteen days of acceptable completion of the required work.

Section 603.4 General Criteria and Standards

The following criteria and standards shall be used by the Development Review Board in reviewing applications for site plan approval. They are intended to provide a framework within which the applicant may exercise creativity, invention and innovation.

- A. Harmonious relationship between proposed uses and existing adjacent uses.

- B.** Traffic Access, Circulation and Parking with regards to optimum safety of vehicular circulation between the site and street, and optimum safety within the site.
1. Proposed roadway access points and streets shall be adequate but not excessive in number, adequate in width, paving, grading, alignment and visibility; and located away from street corners or points of public assembly.
 2. Necessary traffic signalization, signs, dividers, and other safety controls, devices and facilities shall be given proper consideration and provided wherever appropriate or warranted.
 3. Off-street parking shall be provided in accordance with the specifications in Article 5.

C. Pedestrian and Bicycle Safety and Access

Safe, adequate and convenient pedestrian and bicycle access and circulation shall be provided both within the site and to adjacent streets, with particular attention to all intersections with vehicular traffic. Removal of snow from vehicle, pedestrian and bicycle storage areas is required.

- D.** Screening, landscaping, signs, performance standards and lighting shall be in accordance with Article 5.

E. Natural Features and Environmental Quality

Reasonable efforts shall be undertaken to preserve and protect significant natural features and other areas of scenic, ecological or historic value.

F. Structures in Design Review Districts

Structures in a Design Review District requiring site plan approval must receive a recommendation from the Design Advisory Board, favorable or unfavorable, before receiving a final site plan determination by the Development Review Board.

G. Drainage

All projects shall be designed to include good stormwater management practices. Stormwater runoff shall be directed to existing storm drainage facilities where they exist. New swales, catch basins, and storm drains shall be incorporated into the site design, where necessary, to prevent any significant runoff from reaching adjacent properties or causing unsafe conditions on the project site.

For new projects with impervious areas greater than 1 acre of pavement, onsite stormwater detention may be required by the Development Review Board. If required, the detention pond shall be designed to discharge runoff at a rate equal to or less than the pre-development rate for a 10 year storm frequency.

H. Wastewater Disposal and Water Supply

The required permits must be obtained from the City of St. Albans.

I. Utilities

The installation of electric, telephone and similar utilities shall be consistent with those servicing abutting properties.

Section 603.5 Expiration

Site plan approval shall be void if substantial construction is not initiated within one (1) year, and completed within two (2) years of commencement, unless a different construction sequence and schedule is made as part of the site plan approval of the Development Review Board.

Section 604 Waivers

A. The Development Review Board may waive setback requirements in any district for single story attached garages, decks, porches, and/or accessory structures up to fifty percent (50%) in cases where conditions exist which affect the ability to otherwise meet setback requirements. No waiver shall be granted which would have an undue adverse effect on adjacent property, the character of the area or on public health and safety.

A. In the issuance of waivers the Development Review Board:

1. shall consider and may require design features, screening, or some other remedy in order to mitigate anticipated impacts of any such waiver. The design feature should have a minimum height of five (5) feet above grade level and shall provide adequate privacy to the surrounding use(s). Options include a wall, a solid fence, a densely planted hedge or natural and/or man-made landforms.
2. may require that all outdoor storage of materials and equipment, including waste storage facilities, shall not be stored or located within the reduced setback area.
3. shall provide only the minimum waiver that will represent the least deviation possible from the bylaw.

C. Applications for waivers shall be considered by the Development Review Board after a public hearing held in accordance with Section 908.

St. Albans City Land Development Regulations

Article 7

Design Review

Section 701 Purposes

The intent and purpose of this article is to:

1. Preserve the historic architectural resources of the city.
2. Ensure that new infill development, redevelopment and reconstruction are sensitive to context and the historic architecture and patterns.
3. Promote architectural, landscape, sign, and site design treatments that enhance the visual appearance of development within the Design Review (DR) Overlay Districts and downtown St. Albans.
4. Support pedestrian activity and scale along the street and between buildings as well as multi-modal travel.
5. Create and maintain a strong community image and identity by providing for architectural and landscape treatments that enhance the visual quality of all development in St. Albans and thus enhancing the visitor experience, the attractiveness of the streetscape and the existing architecture of the community.

Section 702 Scope and Authority

These regulations shall be applicable to all new construction, reconstruction, enlargement, exterior alterations, and changes to outward appearance including color or siding, or demolition within the Design Review (DR) Overlay Districts. These regulations shall also apply to any structure listed on or eligible for the National or Vermont State Register of Historic Places.

For any structure in a Design Review District, the Zoning Administrator shall solicit a recommendation from the Design Advisory Board before issuing a building permit. Each project shall be evaluated with regard to how it achieves an overall design that meets the intent and directions of the Design Review Standards. If the Design Advisory Board does not grant a favorable recommendation, then the application shall be referred to the Development Review Board for a final determination under these regulations.

These Design Review Standards are intended to assist property owners, developers, and the City review boards with the preliminary planning, design, and evaluation of proposals and approval of projects. The “shall” and other similar definitive statements indicate mandatory requirements and offer relatively little flexibility unless choices are provided within the statements themselves. All projects must include these elements as described. However, statements that use the word “should” or “encourage” are meant to be applied, but with some flexibility. They indicate that the City is open to design features that are equal to, or better than, those stated - so long as the intent is satisfied. The applicant

assumes the burden of proof to demonstrate how a proposed design meets the standards and determination will be made by the City. This section is intended to act in conjunction with the City of St. Albans' Land Development Regulations. In the event of a conflict or discrepancy between the two documents, the more restrictive standard shall apply.

Section 703 Applicability and District Descriptions

B. DR - Design Review Overlay Districts

Within the limits established for Design Review, there shall be indicated four Design Review Overlay Districts for the purpose of applying the review criteria in Section 706. These districts are as indicated on the Applicable Districts Map in section 703.A with the following designations:

- DR1 - Traditional Downtown
- DR2 - Downtown Expansion
- DR3 - Residential
- DR4 - Gateway

Each of the Design Review Overlay Districts in the City of St. Albans has distinct site development patterns and architectural characteristics. The identification of historic and/or desirable patterns within each of these districts is a critical element in determining the "fit" and ensuring the appropriate relationship of a proposed project or activity within the specific district.

The physical characteristics of a proposed project or activity, including the project's architecture, landscape architecture, site plan and/or signage shall be designed and/or developed in a manner that respects, references or reflects the desired patterns of the district, either existing or as proposed and as specifically articulated in this section.

1. DR1 – Traditional Downtown

a) Definition/Purpose

The Traditional Downtown (DR1) Overlay District is established to maintain and preserve the unique historic character and function of the City's downtown and central business district. Architecture shall reflect historic forms and materials and adaptive re-use of historic architecture is strongly encouraged. Infill, renovation and revitalization of the City's core shall respect and preserve the "main street" character, walk ability, public spaces and the sharing of parking and other public infrastructure, which reflects the historic urban form of the City. The district places emphasis on and the preservation of historic resources and the character of the historic downtown as a part of a vibrant central business district.

Buildings in the Traditional Downtown (DR1) are mixed-use with premium local and regional boutique retail uses and entertainment establishments, fostering a multicultural environment. Residential or office use above the ground floor is encouraged.

(See corresponding photos that follow)

- i.** Facades are continuous and/or connected and often directly front the sidewalk and right of way.
- ii.** Windows and cornices are critical elements of architecture and reinforce the historic qualities and character of the downtown.
- iii.** Architectural details are important contributors to the visual richness of this district and readily incorporate signs.
- iv.** This district includes sites with distinctive, stand-alone architectural landmarks unique to the City.
- v.** Relationships to the street and sidewalk are important and reinforce pedestrian scale.



ii.





iv.



v.



2. DR2 – Downtown Expansion

a) Definition/Purpose

The intent of the Downtown Expansion (DR2) Overlay District is to recognize an area suitable for the expansion of downtown commercial and mixed-use developments, which expands the synergy of the Traditional Downtown (DR1) district. Buildings in the Downtown Expansion (DR2) district are mixed-use developments, housing street front retail and restaurant services with residential and office use above the ground floor, where feasible. Architecture of a historic nature shall be used in conjunction with contemporary designs. Beautification and building upkeep are encouraged, utilizing signage, awnings and greenery for an aesthetically pleasing environment. Architecture should reflect historic forms and materials and adaptive re-use of historic architecture is encouraged. New structures and additions or alterations to existing structures shall be designed in a manner that is harmonious with, or complements the scale, massing, height, proportions, roof pitch, window style and placement, materials, color and design of surrounding historic structures and significant buildings of architectural merit. Strong pedestrian access to neighboring uses and districts shall be developed and maintained. The establishment of unique outdoor spaces of any size with fountains and public art is recommended. Parking lots and structures are to be located away or discreetly screened from street view.

(See corresponding photos that follow)

- i. This district includes a variety of lot sizes, building types and development patterns. There are some clusters of consistent building scales and setbacks.
- ii. Infill spaces and vacant lots are also present in this district as a pattern of land use that provides areas for the expansion of the district.
- iii. Some converted historic buildings have been adapted for commercial uses and include some strong landscape elements.

iv. Buildings of different, scale, size, design and vintage are present in this district.



i.

i.



i.

ii.



iv.



3. DR3 – Residential

a) Definition/Purpose

The Residential (DR3) Overlay District provides residential housing adjacent to the traditional downtown and is intended for the preservation and enhancement of its historic pattern, architectural scale and green space. It is characterized by dense, compact development with a mix of housing types. Similar setbacks, footprints, scale, mass and height are expected to continue. Existing vegetation and the pedestrian-oriented environment shall be maintained. Emphasis shall be placed on the preservation of the tree lined boulevard quality of Main Street and the

surrounding streetscape. Low-intensity business activity is permitted at residential scale, which includes home occupations or professional offices that are unobtrusive and fit within the character of the neighborhood. New development and redevelopment in these neighborhoods shall reflect the existing and desirable patterns of size, scale, footprint and massing as well as historic architectural patterns and materials.

(See corresponding photos that follow)

- i.** Consistent setbacks, building scales and architecture are present in this district.
- ii.** Appropriate design of the greenbelt and sidewalk system shall continue.
- iii.** Conversion of older residential structures into commercial uses has retained the residential character of the building and site.
- iv.** Tree belts in this district include areas with mature specimen trees and landscaping.



i.





iii.



iv.



4. DR4 – Gateway

a) Definition/Purpose

The Gateway (DR4) Overlay District provides a higher standard of appearance for corridors that serve as the main entrances into the downtown area and shall complement and anticipate the historic core of the City. Buildings, architectural styles, and design features shall create a memorable and positive first impression upon entering the City, to establish an image and character that is uniquely St. Alban's, as well as to fulfill the service demands of nearby neighborhoods, residents, and visitors. Signing and lighting associated with the commercial density and transitioning land use that currently exists in this district is inconsistent with the historic, residential quality of these areas. These areas are distinct with regard to the presence of specific transportation infrastructure, with the north gateway just south of an important intersection and the terminus of the MVRT; and the south gateway having the Interstate connector and intersection. New construction, conversions or rehabilitation of existing structures should continue existing historic scale and setbacks. Site plans shall reference and relate to the historic greenbelt and provide creatively screened and located parking areas.

(See corresponding photos that follow)

- i. Relationship with the street includes meeting access management criteria with limited curb cuts and shared driveways or entries.
- ii. Sufficient greenbelts and sidewalks shall continue to be provided.
- iii. In the Gateway District residential structures are often converted to commercial uses.
- iv. Site elements including signs and lights shall not contribute to existing visual clutter and result in an increase in the visual discord within the existing environment.





Section 704 Design Advisory Board

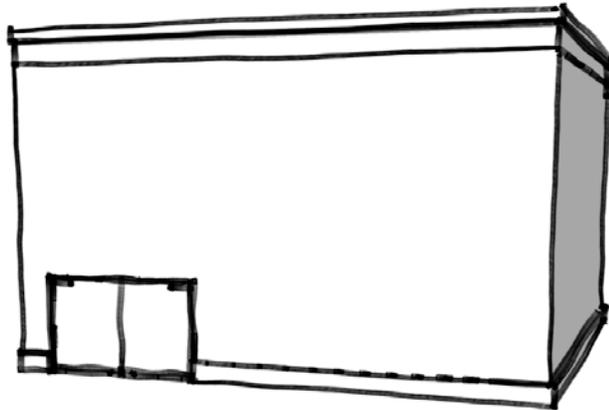
- A. The Design Advisory Board shall be appointed to two-year terms by the City Council. The number of members shall be set from time to time by the City Council but shall not be less than five. Members need not be residents of the City of St. Albans. Members of the Design Advisory Board shall have a demonstrated background interest in architecture, landscape architecture, design, planning, or historic development. Vacancies on the Design Advisory Board shall be filled by the City Council.

- B.** The Design Advisory Board shall elect a chairperson at its organizational meeting. The Board shall adopt such rules, as it deems necessary for the performance of its functions. The Board shall keep a written record of its discussions and recommendations, which shall be maintained as a public record by the City of St. Albans.

Section 705 Procedures

- A.** At the time of application for Site Plan Review, the Zoning Administrator shall transmit two copies of the Site Plan application to the Design Advisory Board.
- B.** Design Review Application Requirements:
- 1.** A minimum of one (1) full size set of the information required below as well as five (5) copies in 11" x 17" size of the application for Design Review.
 - 2.** The Design Review application shall include the following information:
 - a)** New Signs, Altered or Replacement Signs:
 - i.** For any new, altered or replacement sign applicants shall submit a scaled drawing or dimensioned drawing that shows the sign layout dimensions, letter sizes, wording, and colors used in the proposed sign. The drawing shall include the color scheme or a separate drawing shall be provided to present the colors, or color swatches shall be provided. The method and materials for sign construction shall be provided.
 - ii.** The method of sign installation shall also be provided to include the design of the sign structure and the attachment methods if the proposed sign is to be building mounted. The method of lighting to illuminate the sign shall be provided along with the type of light and the proposed illumination level of the sign in foot-candles.
 - iii.** The method of lighting to illuminate the sign shall be provided along with the type of light and the proposed illumination level of the sign in foot-candles.
 - b)** Alterations to Existing Structures:
 - i.** Photographs indicating existing conditions including photographs of adjacent buildings.
 - ii.** Exterior building elevations to scale of existing structure indicating proposed changes.
 - iii.** Description of existing and proposed materials, with dimensions and colors.
 - iv.** Time schedule of proposed construction.
 - c)** New Construction or Addition(s) to Existing Structure:
 - i.** Site Plan as required under Section 603.2, B.
 - ii.** Exterior photographs indicating existing conditions including photographs of adjacent buildings.

Figure 1. Prominent Entrance - A building should have a clearly delineated entrance that provides safe and logical entry to the interior spaces.



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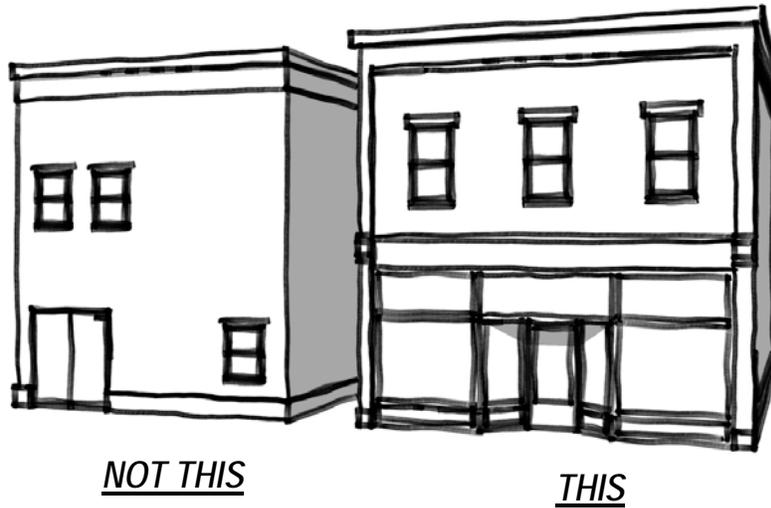
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2. Massing & Scale

- a) The majority of the building mass shall be located close to the road to help define the street edge and to help orient users, in accordance with existing or applicable setbacks (pattern).
- b) The size, scale, motif and use of materials for the front façade design shall be kept consistent across the façade and with adjacent buildings in order to tie the entire composition together. The use of a variety of design styles across the façade and with adjacent buildings is not recommended. Original historic architectural detail or elements should be preserved and replicated to the optimum extent practicable.
- c) Building volume shall be divided into a variety of shapes or materials to help reduce the perceived scale of the architecture. Building elements that provide scale and establish street side rhythms include: columns,

windows, doorways, roof segments, wall patterns, lighting fixtures, signs, paving patterns, landscape elements.

Figure 2. Building Detail and Patterns - Building elements shall be designed or retained to reflect historic architectural motifs, proper rhythm and symmetry.



- d) Large-scale features or significant areas of blank wall are not permitted near the front of the site or along the road right-of-way.
- e) The rhythm of building massing is important in creating a visually consistent environment. This involves the organization of building elements or spaces between them in a logical and sequential manner. Windows, columns or bay spacing should be kept as consistent as possible on the façade.

Figure 3. Building Massing, Scale and Rhythm - New structures and infill buildings should reflect the scale of the street and the architectural patterns present.



THIS



NOT THIS

3. Context

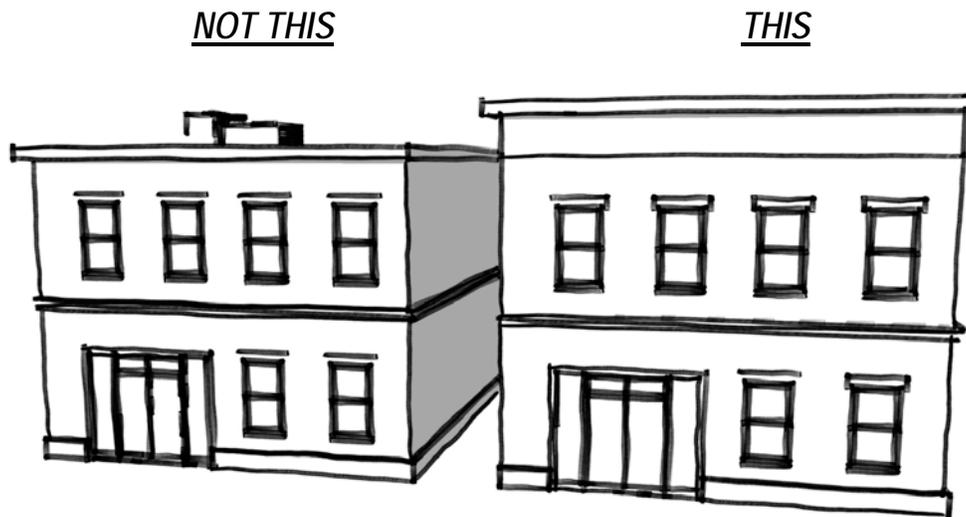
- a) Building design shall be sensitive to the overall character and context of the design review district in which it is located and to adjacent buildings. In particular, new development and redevelopment in the Traditional Downtown (DR1) shall incorporate historic architectural elements that reinforce the established character of that district. The following elements constitute potential existing features that could be reflected in new buildings:
 - i. materials
 - ii. window proportions and openings
 - iii. cornice or canopy lines
 - iv. roof treatment
 - v. colors
- b) Separate structures (carwash, canopies over gas pumps, etc.) on a site shall have the same or compatible architectural detail, design elements and roof

design as the primary structure, including a comparable pitch or parapets for roofs, same cornice treatment, same materials and colors, etc.

4. Roof Design & Mechanical Equipment Screening

- a) Rooflines shall present a distinct profile and appearance for the building. Subtle breaks and fluctuations in the roofline are encouraged to highlight important areas of the building (such as the entry) and break up longer stretches of roof area. The roof of the building should be in keeping with the scale and historic context of the structure itself.
- b) Only a small portion of roof area should be flat provided it is not visible from the public street, existing or planned, or does not detract from the overall design and harmony of the building. Where portions of a roof are flat, architectural elements such as extended parapets and projecting cornices shall be used to create a prominent edge when viewed against the sky.
- c) Rooftop equipment and fixtures shall be concealed from eye-level view from any public right-of-way and from the ground level of any adjacent properties. In addition, they shall be visually minimized with painted colors and finish complementary to the overall building design.

*Figure 4. Rooftop Equipment -
**Rooftop equipment
shall be screened or
located away from
public view.***



- d) Mechanical units on the ground (condensers, generators, etc.) shall be screened from view with wing walls, landscaping, or a combination of both.

5. Drive-thru Businesses

- a) Drive-thru windows shall be located along the sides or rear of the building. Drive-thru windows shall not be allowed between the building and the street.
- b) Canopies, where applicable, shall have the same or compatible architectural detail, design elements and roof design as the primary structure, including a comparable pitch or parapets for roofs, same cornice treatment, same materials and colors, etc.

Figure 5. Drive-thru Businesses - Drive through businesses must have drive through facilities located to the side or rear of the building and the canopies shall relate in architectural style and design to the buildings to which they are attached.



6. Fencing

- a) Walls and fences should harmonize with the site and the buildings on it in scale as well as in materials. Barbed wire, chain-link and security fencing (razor-wire, concertina wire) are prohibited. Appropriate fence materials include wood, stone, masonry and/or decorative metals.
- b) Fencing shall not dominate the buildings or landscape.

7. Materials and Colors

- a) Selecting materials and colors that fit within the context of the site and surroundings is required in the Traditional Downtown (DR1) and recommended in all other design review districts. An example of this would be to use a brick or brick color and/or a pleasing contrasting color when this material and color is present in adjacent buildings or sites.
- b) The choice of colors can help to express a building's architecture, but care should be given to avoid discordant or unusually bright color schemes and those, which may be offensive or glaring to the public when viewed from the site or road. The main color theme should be of a natural or muted shade. Brighter, more vibrant colors such as red or yellow should be reserved for minor accents and highlights only, and should be used sparingly.
- c) Colors should be coordinated throughout a building's exterior in concert with other site elements such as fencing, outbuildings and signing.

- d) When a variety of colors are used on a building, one color should be used as the predominant or primary color, with the other (secondary) colors used for the trim, corner boards and other details. The secondary colors can add interesting accents to a building and its architectural details and enrich a façade design, when chosen in a complementary fashion.
- e) When a variety of materials are used on a building, one material should be used as the predominant or primary finish, with the other materials used for different architectural or building elements.
- f) Materials selected should either fit the context of the proposed building and/or reflect the nature and use of the structure. Materials need to be selected for long-term performance and durability (see Table 1. Recommended Materials on following page).
- g) Colors that are used should reflect the color patterns and recommendations provided for in the reference document “The Colors of St. Albans”, St. Albans downtown, as prepared by St. Albans for the Future (SAFF) and available for review in the city zoning office.

Table 1. Recommended Materials

The following table provides a sampling of appropriate or recommended materials for the design review districts and is intended as a general guide. Actual exterior materials and colors shall be approved by the City. Materials listed in the “Not Recommended” column, or materials not specifically listed in this chart, are not permitted unless otherwise approved by the City:

ARCHITECTURAL ELEMENT	RECOMMENDED	NOT RECOMMENDED
Façade	<ul style="list-style-type: none"> - Common Red Brick - Natural or Indigenous Stone (granite, limestone, and marble) - Architectural Concrete (textured, colored, split-faced) - Wood Clapboard/Shingle (vinyl siding may be used in place of wood provided it is of high quality and closely resembles wood clapboard/shingles) 	<ul style="list-style-type: none"> - Multi-colored brick - Imitation Brick Siding - Plain (bare) Concrete Masonry Units - Metal Siding - Asphalt Siding
Trim	<ul style="list-style-type: none"> - Wood, Finished Grade (painted or stained) - Aluminum 	<ul style="list-style-type: none"> - Bare Wood, Lumber Grade

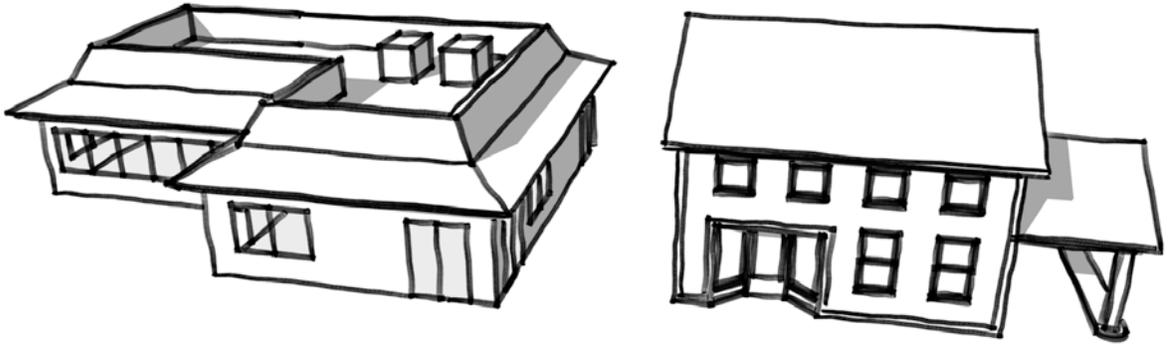
ARCHITECTURAL ELEMENT	RECOMMENDED	NOT RECOMMENDED
<i>Windows</i>	<ul style="list-style-type: none"> - Anodized Aluminum Frame - Wood Frame (painted or stained) - Vinyl Clad - Clear, Etched or Frosted Glass - Stained Glass 	<ul style="list-style-type: none"> - Steel Plate or Angle - Mirrored Glass
<i>Roof</i>	<ul style="list-style-type: none"> - Natural Slate - Asphalt Shingles - Standing Seam Metal - Stone, Pre-Cast Concrete or Limestone - Parapet Caps/Chimney Caps 	
<i>Other</i>	<ul style="list-style-type: none"> - Canvas Awnings - Walkway pavers/sidewalk - Stamped or poured concrete - Brick or Colored Paving Stone 	<ul style="list-style-type: none"> - Plastic Awnings - Asphalt Walkways

8. Franchises

- a) “Off the shelf” standardized franchise architecture is not permitted in St. Albans. Franchise operations that are proposed for existing buildings, infill locations, or as stand alone structures must employ an architectural design that either reflects the local setting or can be demonstrated to fit in a contextual, harmonious manner with the character of its surroundings.

- b) Chain stores and franchises shall use materials and detailing that are compatible with nearby buildings and blend with the existing landscape. Existing historic or older homes and buildings can be restored to accommodate chain stores and franchises.

Figure 6. Generic or Franchise Architecture



9. Historic Preservation

- a) In addition to the following standards, the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings shall also be used as a guide for any changes, modifications and repair to existing buildings of historic and architectural significance. (Note: Tax credits may be available to applicants who follow these guidelines.)
- b) Rehabilitation of Historic Structures:
 - i. Respect the original design character of the building.
 - ii. New uses that require the least change to existing structures are encouraged.
 - iii. Every reasonable effort should be made to provide a compatible use for the building that will require minimal alteration to the building and its site.
 - iv. Avoid removing or altering any historic material or significant architectural features.
 - v. Original materials and details that contribute to the historic significance of the structure are qualities that should be preserved whenever feasible.
 - vi. Use material similar to those employed historically where feasible. If alternate materials must be used, they should match the original in appearance, design, color, texture and other visual qualities as closely as is possible.
 - vii. Where reconstruction of an element is impossible because of a lack of historical evidence, then a new design that relates to the building in general size, scale and material may be considered.

- c) Additions to Historic Structures:
 - i. Construct new additions so that there is the least possible loss of historic fabric and so that the character-defining features of the historic building are not destroyed, damaged, or obscured.
 - ii. Protect large trees and other significant site features from immediate damage during construction and from delayed damage due to construction activities.
 - iii. Locate a new addition on an inconspicuous elevation of the historic building, usually the rear one.
 - iv. Limit the size and the scale of an addition in relationship to the historic building so that it does not diminish or visually overpower the building.
 - v. Avoid impacts to special moldings, decorative windows or dormers.
 - vi. Design an addition to be compatible with the historic building in mass, materials, color, and relationship of solids to voids in the exterior walls, yet make the addition discernible from the original.

- d) Historic Commercial Structures:
 - i. Maintain the large display windows that are characteristic of commercial buildings.
 - ii. The traditional "storefront" image shall be preserved at the street level.
 - iii. When replacing glass or restoring windows, maintain the original size and shape of the storefront opening.
 - iv. Preserve the original size and shape of upper story windows.
 - v. Maintain original recessed entries where they exist.
 - vi. Preserve original roof forms where they contribute to the historic character of the building.
 - vii. Maintain original roof materials where they are visible to the street.

- e) Demolition of Historic Structures:
 - i. The demolition of historic structures is discouraged and shall be considered only as a last resort. If acceptable alternatives are not possible, the following must be met:
 - 1. The significance of the structure, gardens, landscaping and outbuildings, if any, shall be assessed and recorded. A photographic record that includes scale shall be made as part of the site inventory work. Significant architectural features or items of historical importance shall be identified.
 - 2. Public interest for structural preservation shall be sought and considered. Salvage options, whether through the City or other appropriate groups with interest in local history, shall be proposed as part of the demolition proposal.
 - 3. Circumstances and condition of the structure shall be evaluated. A qualified engineer's opinion on the structural

integrity of the building shall be obtained, together with an estimate of needed stabilization and necessary code compliance work to be performed.

4. The physical and economic feasibility is part of the decision to approve a demolition. Using comparable rehabilitated structure values, and income if applicable, rehabilitation cost vs. new redevelopment cost shall be provided for consideration. Efforts shall be made to develop and offer alternative plans, including financing help through low-cost loans and other incentives to attract interested users and project developers.
5. The City has 90 days to find acceptable alternatives to the demolition, if it feels that it is physically and economically feasible.
6. See also Section 706 of this Ordinance as it refers to demolition.

B. Landscape & Streetscape

The landscape and streetscape patterns of St. Albans have been established and can be enhanced with new development. Providing safe and walk able public spaces coupled with the further development of street trees and the “urban forest”, as well as sensitivity to overall community beautification provide the basis for landscape and streetscape design and development. Applicants are also encouraged to seek the assistance of the City Arborist or Tree Steward in the planning and design of landscaped areas. Considerations for landscaping and tree planting are as follows in this section. Areas to address include:

1. Street Tree/Streetscape Pattern

- a) Street trees shall be maintained and used to provide sufficient shading and an aesthetically pleasing environment for pedestrians, to reduce impervious cover and to partially mitigate the effects of automobile exhaust and other adverse urban conditions.
- b) New development with internal streets or fronting on public streets shall provide street tree plantings 40 feet (desired) to 60 feet (maximum) distance on center with 2.5 - 3 inch caliper minimum diameter.
- c) Tree selection should match the site and existing conditions; it should support and enhance the relationship of architecture to the streetscape. Selections should reflect municipal and state standards for appropriate species.
- d) The streetscape should create meaningful spaces for pedestrians that draw them in and provide amenities such as benches.

- e) Adequate area (5' width minimum) at edges of roads, parking lots and within treebelts, if necessary, should be provided for snow piling.
- f) If trees are to be planted under powerlines, specific varieties should be selected which do not exceed the height of the lowest line when full grown. Larger trees can be planted if they are offset from the utility lines. Columnar trees may also be considered.
- g) The applicant is encouraged to employ the appropriate tree species for the use or location for which it is intended. Appropriate documents that are readily available provide guidance on the use of plant materials and street trees in Vermont and the applicant is encouraged to reference these publications which include: (*Selecting Trees for Urban Landscape Ecosystems*: State of New Hampshire Department of Resources and Economic Development Division of Forests and Lands. 1994; *Recommended Trees for Vermont Communities: A Guide to Selecting and Purchasing Street, Park, and Landscape Trees*. The Vermont Urban & Community Forestry Program. 2001; *Landscape Plants for Vermont*. University of Vermont Extension. 2002).

Figure 7. Trees Under Powerlines - **Select the appropriate tree with respect to mature height for under power or utility lines so it will not have to be pruned.**



- h) Island and treebelt surrounds should include cobble, groundcover, and low decorative fencing with bark mulch, gravel or groundcover.
- i) The recommended minimum island width for tree planting is 6'. When using cobble surround, a minimum of 12" width should be maintained around the trunk.
- j) Tree roots can expand under the pavement. A composite native/structural soil is recommended with structural soil under the paver.
- k) Bio-retention is one of several stormwater filtering systems that should be employed in parking lot and site designs. Other methods aside from bio-retention include: 1) sand filters (i.e. underground, organic or perimeter), and 2) vegetated channels (i.e. grass channels, dry/wet swales, filter strips).
- l) Native plants selected need to be hardy and resistant to salt and other pollutants.
- m) Plantings in islands or streetside treebelts should avoid placement atop underground utilities wherever possible, or provide provisions to protect both trees and utilities such as root barriers in urban conditions.

- n) Along streets plant materials shall be selected and placed to avoid blocking sight lines at intersections and curb cuts.

2. Native Landscaping/Restoration

- a) The use of Vermont native or naturalized species with proven performance and hardiness is encouraged.
- b) Existing vegetation shall be retained as much as possible. The preservation of mature plant species is recommended and included as a design element.
- c) Vegetative stabilization techniques and/or retention methodologies using natural materials rather than structural means for slope retention are encouraged.
- d) Bio-retention areas in parking lots and development sites are encouraged to treat stormwater runoff in a natural manner by detaining it and filtering it as it percolates through plantings and sand filter beds.
- e) Underplanting of shrubs and groundcovers is encouraged as an alternative to mulch and lawns and to serve as a part of the stormwater management plan for a site by providing detention and filtration functions.

3. Overall Landscape Plan

- a) The overall landscape plan should be designed for energy conservation and environmental comfort and be aesthetically pleasing throughout the seasons.
- b) Functional landscaping should be considered; design techniques that stabilize slopes, provide low maintenance alternatives to lawn areas, reduce erosion and reinforce pedestrian circulation routes should be employed.
- c) Landscape buffers between dissimilar or conflicting land uses are encouraged.
- d) Landscape planting of suitable numbers and sizes is encouraged around building foundations to create pedestrian scale spaces, maintain a landscape continuity, and enhance visual appearance. Plantings should be in massings to provide impact and presence and to avoid a chaotic planting effect.
- e) Transformers, dumpsters and other site utilities and infrastructure should incorporate landscape elements to screen them from view. Two options

include: 1) incorporating the screening element into the architectural design of the building or utility buildings on the site (employing wing walls, for example), or 2) setting the transformer or other such utility within a proposed planting bed rather than creating a rectilinear planting around the transformer designed specifically to screen it.

4. Innovative Landscape Design

- a) Applicants are encouraged to employ innovative landscape design methodologies such as: 1) green roof technologies for energy conservation and storm water management; 2) Structural Soils under sidewalks and plazas to provide suitable areas for root systems to support tree plantings within sidewalk and plaza areas that would otherwise be unsuitable for such plantings; and, 3) Rain Garden landscaping that absorbs, filters and/or delays runoff from impermeable surface areas.
- b) Where tree size landscaping is not possible, new developments should incorporate planters or containers to provide areas for shrubs, perennial and annual plantings.

c. Signs

NOTE: Signs will need to comply with all applicable provisions of Section 517 of these Land Use Regulations. In the event of a conflict or discrepancy between the two regulations, the more restrictive standard shall apply.

Signs play an important role in the visual landscape through their design and messaging, by promoting economic vitality, and by providing guidance and information. Criteria to be addressed include:

1. Integration with Site and Building Design

- a) Sign needs should be determined primarily by criteria established by the building's architecture, the relative size of the sign, and the message.
- b) Signs shall be designed as a part of the overall design approach to a project and not an afterthought. It is expected that signs shall fit with the architectural character, proportions, materials, colors, lighting and other details of the development.
- c) All integrated commercial developments (e.g. multiple tenants or buildings) shall have a uniform sign program or master plan to ensure compatibility throughout the project. The program or master plan shall also identify locations and maximum sizes for future signs.
- d) Sign placement should take into account whether pedestrians, motorists or both will view the sign.

- e) Signs shall not project above the roof, parapet or exterior wall. No sign shall cover architectural details such as, but not limited to, arches, sills, moldings, cornices and transom windows.
- f) Signs along roadways, especially monument signs, should be integrated with site landscaping.

2. Creativity and Artistry

- a) Creatively illustrated signs are encouraged and should be graphic in form, expressive, and distinctive, with a strong visual relationship to the business image.
- b) Signs supported by ornamental brackets and oriented to pedestrians are strongly encouraged.

3. Legibility and Visibility

- a) Signs should be legible and appropriate to the business and its project image. Generally, size of sign should be determined by the function of the sign, with an emphasis on smaller, people-sized signs. For example, shops and restaurants should be smaller, personalized signs; while major destinations and shopping centers should be larger signs so that they can be viewed by a moving car.
- b) Appropriate contrast between lettering and background are to be employed.
- c) Avoid glare and too much reflective surface.
- d) Proper letter height and visibility is necessary in response to the nature of the street and the speed limit. Appropriate typeface is critical to image and messaging.
- e) Limits to the amount of information on any one sign may be required for legibility and safety purposes.

D. Lighting

NOTE: Lighting will need to comply with all applicable provisions of Section 517 and 518 of these Land Use Regulations. In the event of a conflict or discrepancy between the two regulations, the more restrictive standard shall apply.

Lighting not only addresses nighttime activity on sites and in districts, but also must be developed in concert with state of the art technology in illumination. Safety and sufficient lighting quality are integral to the development of new

lighting plans for buildings and their sites. Criteria to be addressed include:

1. Illumination & Uniformity

- a) All lighting shall be glare-free and shielded from the sky and adjacent residential properties and structures, either through exterior shields or through optics within the fixture, to include “cut-off” technology that controls light spread.
- b) High pressure sodium luminaires shall not be employed, unless demonstrated to have appropriate color correction technology.
- c) Parking area light fixtures should be designed with a concealed/recessed light source that shields light downward and confines light spread and shall not exceed a maximum of 20 feet in height.
- d) Lighting levels and design should comply with the Illuminating Engineering Society of North America’s *Recommended Practices and Design Guidelines*, latest edition. Energy efficient lighting sources are recommended, and may be required at the discretion of the City. The City may have the right to impose time limitations on lighting.
- e) Where practical, exterior lighting installations shall include dimmers, sensors, or photocell controllers that turn the lights off during daylight hours or hours when lighting is not needed, to reduce impacts on the night sky, overall energy consumption, and unneeded lighting.
- f) The minimum illumination level for an outdoor parking lot shall be maintained at 0.2 horizontal foot-candles at grade level, except for periods of non-use, and the uniformity ratio shall not exceed (average/minimum) 4:1.
- g) Applicants may need to demonstrate that the foot-candle level at the property line does not exceed pre-existing levels. If there is no lighting present or in the vicinity of the property line, then the applicant installing new lighting may be required to demonstrate a 0.0-0.2 maximum foot-candle level at adjacent property lines.
- h) Projects proposing parking lots with 20 or more spaces shall be required to provide a photometric plans showing isolumens or footcandle patterns on the ground and demonstrating no light trespass to other properties.
- i) Lighting fixtures shall be aimed and shielded in a manner that shall not direct illumination on adjacent residential districts. Fixtures should be of a type or adequately shielded so as to prevent glare from normal viewing angles. Where feasible, additional landscaping may be required by the

City to provide light screening between commercial districts and residential districts to help prevent light trespass.

2. Fixtures

- a) All outdoor lighting not necessary for security purposes shall be reduced, activated by motion sensor devices, or turned off during non-operating hours.
- b) The same type poles and fixtures should be used throughout a multi-building project site and be compatible in size with adjoining properties.
- c) Poles should be located in medians and buffer areas. Concrete bases for poles should be kept at grade or no higher than 6 inches above grade, except if located in an open parking area outside of islands.
- d) Low intensity wall mounted decorative lights may be incorporated into the site's design, as well as accent lighting to highlight special focal points, building/site entrances, public art and special landscape features.

3. Night Sky Friendly Lighting (for both signs and lighting)

Night sky friendly lighting shall be:

- a) Shielded and employ cut off technology
- b) Properly aimed so as to not create undue glare or light trespass
- c) Operated by motion sensors or turned off by 11:00 PM
- e) Energy efficient fixtures with appropriate wattage.
- f) Lighting of public buildings, monuments, flagpoles and special architectural features for non-commercial purposes is permitted if appropriate and minimal lighting levels are employed and only with the review and approval by the Development Review Board. Such lighting should be down lighting and should reflect, to the greatest extent possible, the provisions of the Outdoor Lighting Code Handbook, Version 1.14, available for review in the Zoning Offices or on line at www.darksky.org, the website of the International Dark Sky Association.

4. Pedestrian Scale

- a) Pedestrian walkways, courtyards and other connections should be reinforced with pedestrian scale lighting, bollard lighting, accent lighting or a combination of to aid in pedestrian wayfinding and safety.

- b) Pedestrian scale lighting shall be a maximum of 16 feet in height.
- c) Where warranted or necessary the City may approve limited security lighting, with a preference for motion-activated systems. A complete security lighting plan will need to be submitted for approval.

E. Sight Design & Development

Site plans should reflect positive historical and cultural site development patterns found in the applicable districts and create meaningful spaces for people that promote both function and circulation. Because different patterns exist in various sections of St. Albans' Design Review Districts, it is important to assess the patterns of adjacent properties. Factors that must be addressed include:

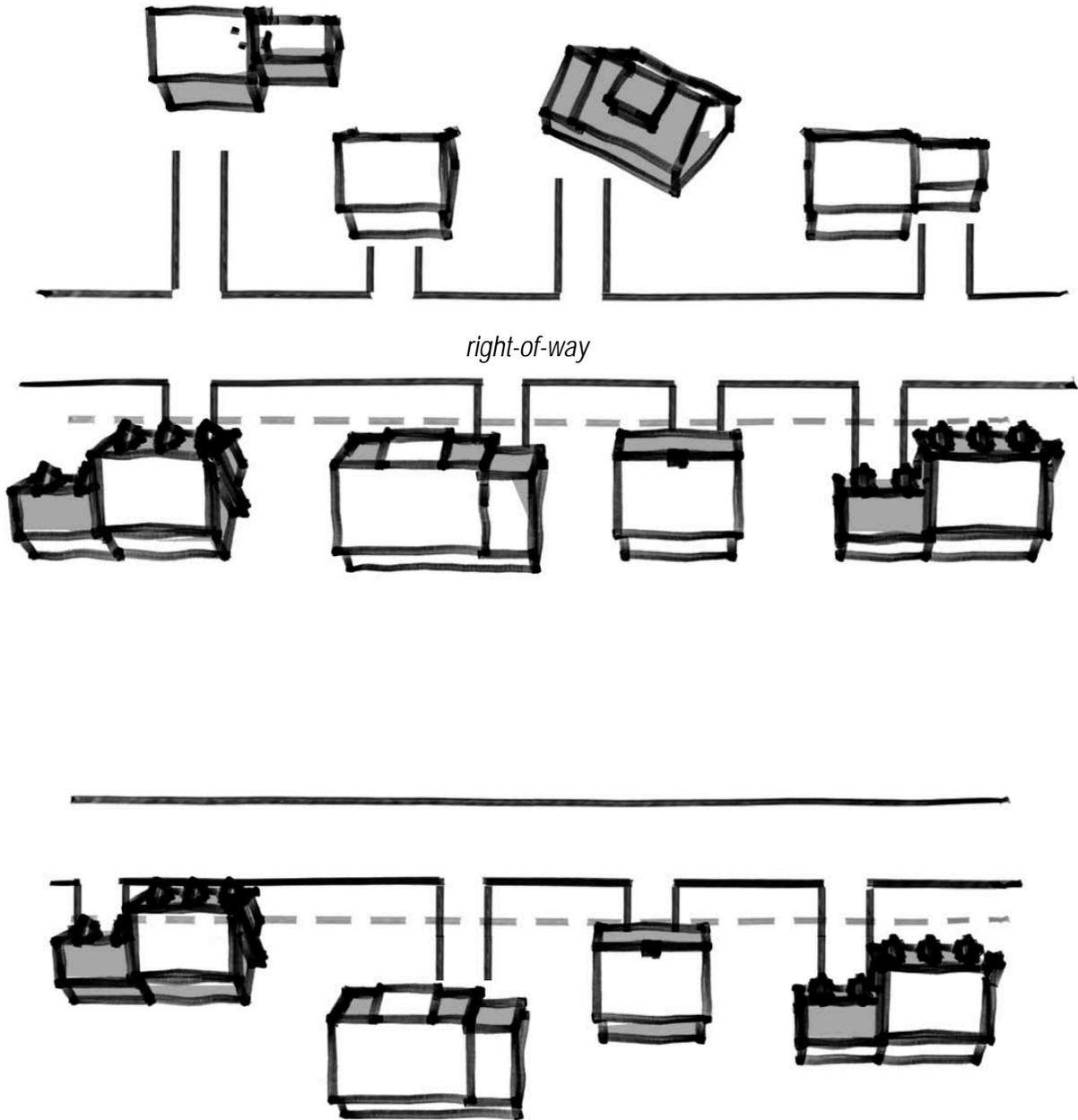
1. Compatibility & Character

- a) Site design and layout of new buildings and additions and their associated elements should be compatible with desirable patterns or designs, which are part of the identified and existing context and surroundings for the project.
- b) Reconstruction and redevelopment projects as well as new site and building construction should reflect the desired character of the district and best design practices to ensure aesthetic and functional compatibility.

2. Setback Pattern

- a) Rhythm should be maintained by establishing uniform building setbacks along the public right-of-way. It is particularly important that a traditional spacing pattern be maintained as seen from the street. Align buildings with neighboring buildings, which are also close to the front setback line. Landscaping can also be used to reinforce this line.

Figure 8. Uniform Building Setbacks - The use of a uniform setback line that matches the setback pattern in place or a setback pattern that averages setbacks is preferable to inconsistent and unrelated setbacks for individual new buildings.



Setback averages are determined by averaging the setbacks of adjacent properties within 500 feet.

3. Orientation to the Street

- a) Place the building width at the front of the lot or along the public right-of-way to maximize front facade exposure to the public. The front facade should be well articulated with an identifiable entrance.
- b) Buildings, along with trees and landscaping shall be predominant along streets, rather than parking lots.
- c) People traveling along arterial streets should be able to see storefronts, windows, merchandise, and other aspects of business activity.

4. Front Entrances

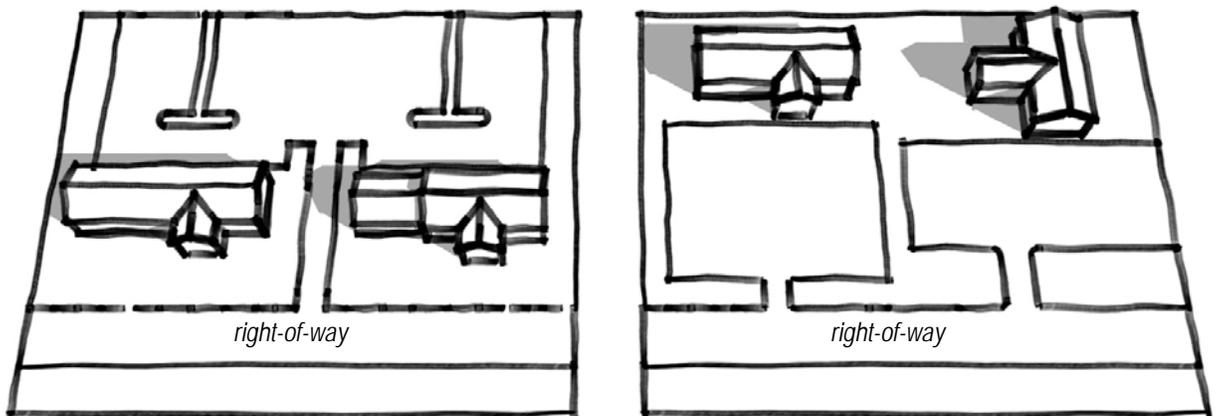
- a) Primary building entries should always be placed at the front of the building and should face the street or public right-of-way so that they are clearly identifiable. If the doorway can not face the street, a clearly marked walkway should connect the entry to the sidewalk (see Section 3.1 Prominent Entrance for more guidance on front entrances).

5. Parking

- a) Commercial parking lots shall be located behind or beside buildings, but not in front. A 10-foot wide planting area shall be provided between the parking lot and street right-of-way.

Figure 9. Parking Behind Buildings

Commercial parking lots shall be located behind buildings and linked with adjacent parking lots to provide shared access and parking areas.



- b) Large expanses of asphalt shall be broken up through the use of landscaped islands, walkways and buildings. Parking rows should be limited to 10 or fewer continuous spaces, where possible, that are separated by landscaped islands at either end. The islands should include at least one (1) shade tree of an acceptable native species or, where appropriate, other suitable plantings to include but not be limited to shrubs and groundcovers. The shade tree should be a minimum of ten (10) feet in height with 2-2 ^{1/2} inch caliper. Where the rows are head-to-head, at least two (2) trees are encouraged.
- c) Make sure the dimensions of landscaped islands allow a 12' width with a pedestrian walkway to serve their function. A minimum island width of 6-feet is recommended. For islands with pedestrian walks, a minimum width of 16-feet is recommended, if treeplanting is to be employed.
- d) Parking lots that abut the public right-of-way shall be screened by a minimum 10-foot wide planting area or fenced screening.
- e) Whenever possible, attempt to link parking lots with adjacent parking lots or provide shared parking areas, which can serve neighboring buildings simultaneously.
- f) Walls, fencing, and architectural details in parking lots should compliment the materials used in adjacent architectural styles.
- g) Wherever a surface parking area faces a street frontage or is adjacent to residential areas, the parking area shall be screened from the street with a wall, fence, hedge, arbor and/or trellis structure with climbing vines to a minimum of four (4) feet nor more than eight (8) feet in height, nor be less than eighty percent (80%) opaque.
- h) Parking lot design shall accommodate adequate provisions for snow removal and storage.
- i) Ensure good visibility for safe ingress (entry) and egress (exit) to sites and lots.
- j) Bioretention areas or suitably landscaped storm water detention areas shall be incorporated to the fullest extent possible within parking lot designs so as to manage storm water in a safe and well designed manner. See Figure 10 below.

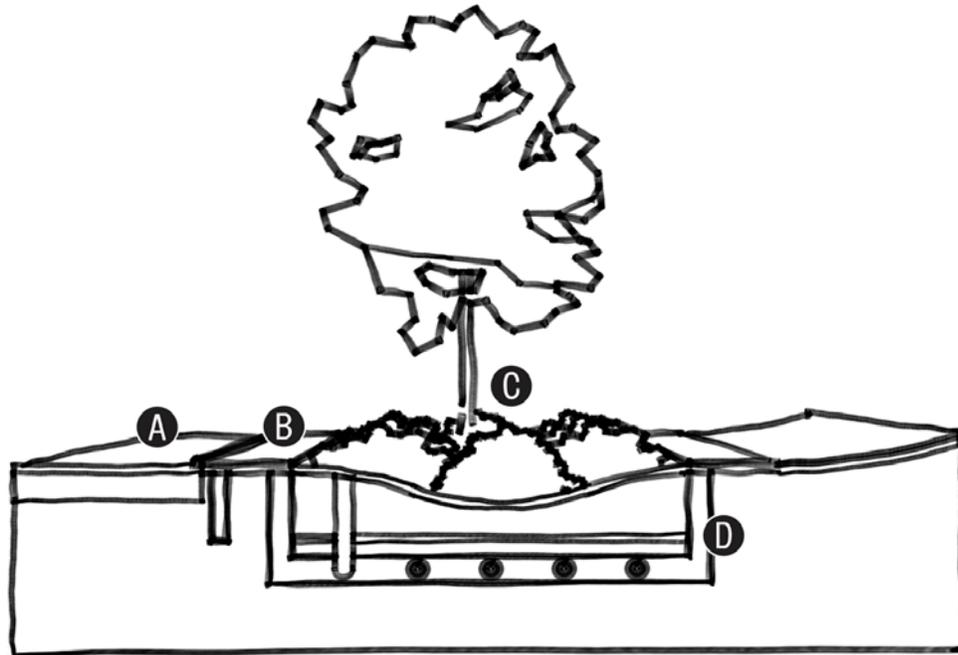
Figure 10. Bioretention for Parking Lots

A. Sidewalk or parking area should use permanent curb stops or curbing with many gaps to allow for free run-off.

B. Grass filter strips.

C. Native trees, plants and groundcover that are hardy and resistant to salt and other pollutants. Provides area for snow storage as well as ponding.

D. Sand filter bed and drainage pipes for highly compacted/poorly drained subsoil.



6. Internal Circulation/Curb Cuts

- a) Safe, convenient pedestrian walkways shall be provided through parking lots, with a distinct link between a main entrance and a concentration of vehicle parking spaces. Walkways should be a minimum 5-foot width of clear, unobstructed passage and should be delineated with specific paving or desirable marking.
- b) Shared walkways are encouraged between adjacent commercial projects.
- c) Pedestrian connections should be reinforced with pedestrian scale lighting, bollard lighting, accent lighting or a combination of to aid in pedestrians way finding and safety. Night lighting should be provided where stairs, curbs, ramps, abrupt changes in walk direction, and crossing vehicle lanes occur (subsequent lettering will need to change).
- d) Where necessary or required, accessible walkways and ramps shall be provided in accordance with the Americans with Disability Act (ADA) to ensure accessibility of parking lots and adjacent buildings for all users.

- e) For parking lots that contain greater than 20 parking spaces, pedestrian connections should be clearly defined in one or more of the following ways:
 - i. A 6-inch curb in combination with a raised walkway, unless integrated with an overall non-structural, vegetated storm water management system.
 - ii. A trellis, special railing, bollards, and/or other architectural features to accent the walkway between parking bays.
 - iii. Special paving, such as concrete or stamped pavement, in an asphalt area.
 - iv. Continuous landscape area minimum 3-feet wide on at least one side of the walkway (where walkways abut a public right-of-way and/or driving aisles, the landscape area should be provided between the walkway and the public right-of-way or driving aisle).
- f) Curb cuts shall be limited to one per parcel or none if alternative access exists through a secondary road or a shared driveway unless a single access is impractical. Closely spaced adjacent driveways in the same development shall be combined for shared access, unless consolidation is impractical or will cause a hazard.
- g) Secondary access points from side roads are encouraged on larger projects when warranted. Curb cuts shall only be as wide as necessary to accommodate needed lanes. Curb radiuses should be kept to a minimum.

7. Site Furnishings

- a) Permanent site furnishings at main pedestrian walkways, building entrances and other pedestrian areas should be used to create a more pedestrian friendly environment.
- b) Permanent site furnishings, such as benches, tables, bicycle racks and other pedestrian amenities should be made of durable, weather-resistant and vandal-resistant materials.
- c) Permanent site furnishings should be consistent with the overall character and appearance of the development.
- d) Site furnishings shall not block pedestrian access to main walkways, open space areas and/or building entrances.

8. Plazas, Courtyards and Seating Areas

- a) Visible and accessible open spaces such as courtyards, plazas and seating areas should be provided to reinforce the pedestrian scale. Pedestrian plazas and courtyards should be of such a scale, design and/or location to

be a focal point of activity and interest. Such areas should not just be aesthetically pleasing, but they should be designed to serve as truly functional and desirable places of public interaction and enjoyment.

- b) Plazas, courtyards and other pedestrian spaces should include some of the following design details:
 - i. A wide range of plant materials including perennials and flowering shrubs
 - ii. Pedestrian scale, bollard, or other accent lighting
 - iii. Special paving, such as colored/stained concrete, brick or other paver
 - iv. Public art
 - v. Seating such as benches, tables, or low seating walls
 - vi. Water feature
 - vii. Information or interpretation kiosks/elements

9. Trash Facilities and Service Areas

- a) Loading docks, service areas and trash facilities shall be located at the rear of the building and not visible from the street unless circumstances prevent such a location. Any combination of masonry, wood, fences, walls or landscaping can be used to shield them from view. Integration with buildings or building architecture is recommended.
- b) Where possible, shared service areas and trash facilities should be used for neighboring properties.

Section 707 Exemptions

Nothing in these regulations shall be construed to prevent the following:

- A. Ordinary maintenance or repair of any exterior architectural feature, which does not involve a change in design, material or the outward appearance of the feature.
- B. The construction, reconstruction, or alteration of any feature, which is required by the building inspector for reasons of public safety because of an unsafe or dangerous condition.
- C. Routine landscaping shall also be exempt from the design review process. Routine landscaping shall be taken to mean planting flowers and trees, or the removal of excess or scrub bushes and trees that does not significantly alter the general view of the District.

Section 708 Definitions

Arbor – a light, open structure either formed from trees, shrubs, or vines closely planted and twined together to be self-supporting or formed from a latticework frame covered

with plants.

Arcade – architectural element composed of arches resting on a series of pillars, piers or columns; an arcade may form a portico.

Arterial street – major road designed to be a through street and handle a large volume of traffic.

Articulation – the manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) and come together to define the structure.

Bioretention – a water quality practice that utilizes landscaping and soils to treat urban stormwater runoff by collecting it in shallow depressions, before filtering through a fabricated planting soil media.

Bollard – 1) a thick concrete or metal post, positioned to prevent vehicles from entering an area preserved for pedestrians; or, 2) a column-shaped cylindrical exterior light fixture with some sort of optical system (i.e. Lens or radial louver) mounted on the top and typically used for path lighting of sidewalks and driveways.

Canopy – a covering (usually of cloth) that serves as a roof to shelter an area, usually an entrance or porch, from the weather.

Cornice – exterior trim of a structure at the meeting of the roof and wall; usually consists of panels, boards, and moldings.

Courtyard – an open space enclosed partly or wholly by a building.

Dormer – a projecting structure built out from a sloping roof; usually includes one or more windows.

Eave – the underside of a sloping roof projecting beyond the wall of a building.

Façade – exterior wall of a building, which is adjacent to or faces a public street, park, plaza, or other open space.

Fenestration – the arrangement and design of windows in a building.

Groundcover – plants that cover the ground like a carpet and are grown for their ornamental value and their ability to protect soils from eroding.

Impervious – the characteristic of a material which prevents the infiltration or passage of liquid through it; this may apply to roads, streets, parking lots, rooftops, and sidewalks.

Native species – species that occur naturally in an area, and therefore one that has not been introduced by humans either accidentally or intentionally.

Naturalized species – non-native species of vegetation that are adaptable to the climatic conditions of the region.

Marquee – a theater sign

Massing – the combined effect of the arrangement, volume and shape of a building or group of buildings; the overall bulk, size, physical volume, or magnitude of a structure or project.

Modular fenestration – windows of a standard size that can be fitted together or arranged in a number of ways.

Orientation – refers to the manner in which the position of a building, usually the entrance, faces or relates to the street.

Parapet – a low wall or railing projecting along the edge of a roof, especially a flat roof, which may be embellished or decorated. The parapet often hides rooftop equipment and the roof surface, which slopes gently to a drainage point.

Pea gravel filter strip – a trench filled with small, river-run gravel used as pretreatment and inflow regulation in stormwater filtering systems.

Pedestrian scale – the proportional relationship of the physical environment to human dimensions acceptable to public perception and comprehension in terms of the size, height, bulk, and/or massing of buildings or other features of the built environment; a component that the human can associate with directly.

Plaza – an open area usually located near urban buildings and often feature walkways, trees and shrubs, places to sit, and sometimes shops.

Portico - a porch, walkway or entrance to a building consisting of a covered and often columned area.

Reconstruction – the act or process of reproducing by new construction the exact form and detail of a vanished building, structure, or object, or part thereof, as it appeared at a specific period of time.

Redevelopment – any proposed expansion, addition, or major façade change to an existing building, structure or parking facility; or, demolition of an existing building, structure or parking facility and construction of a new building or other structure in its place.

Restoration – returning existing habitats to a known past state or to an approximation of the natural condition by repairing degradation, by removing introduced species or by reinstatement.

Rhythm - the organization of building elements, or spaces between them, in a logical

sequential manner; can be used to emphasize major circulation points or changes of use.

Sitting or seating area – an open area filled with low walls, benches, and/or tables and chairs.

Streetscape – refers to the character of the street, or how elements of the street form a cohesive environment, including the combination of buildings, parking, signs, and other hardscape and street furniture.

Trellis – an open-framed garden or landscape structure on which plants and vines can grow; usually made of thin strips of wood or plastic.

St. Albans City Land Development Regulations

Article 8

Subdivisions

Section 801 Purpose

The approval of subdivisions shall be based on the following broad considerations:

- A. Conformance with the Comprehensive Municipal Plan and these Land Development Regulations.
- B. Recognition of a desirable relationship to the land form, its topography and geology, to natural drainage and surface water runoff, and to the ground water table.
- C. Recognition of desirable standards of subdivision design including provision for pedestrian and vehicular traffic, surface water runoff, and for suitable building sites for land use contemplated.
- D. Provision for such facilities that are desirable adjuncts to the contemplated use such as parks, recreation areas, school sites, places of worship, fire stations, and off-street parking.
- E. Preservation of natural assets such as streams, ponds, trees, and attractive scenic areas.
- F. Provision of adequate utilities and services such as water and sewer.
- G. Enablement of variety and flexibility in residential development including clustering of lots under provisions of Section 4417 of the Vermont Planning and Development Act.
- G. Protection of the City's capital investment in community facilities such as sewer, and water systems, roads, public recreation areas, etc.

Section 802 Applicability

- A. In accordance with the Act [§4401(2)] [4418], whenever any subdivision of land is proposed the subdivider or authorized agent shall apply for and secure approval of the proposed subdivision by the Development Review Board prior to undertaking:
 - 1. Any construction, building development, grading, or land clearing (excluding forestry, agricultural, or surveying activities) associated with the subdivision of land; or
 - 2. Any sale, conveyance, or lease of any subdivided portion of a property; or
 - 3. The issuance of any permit for any land development involving land to be subdivided; or
 - 4. The filing of a subdivision plat with the City Clerk.

- B.** For the purposes of these regulations, subdivisions shall be classified as *administrative subdivision*, *minor subdivision* or *major subdivisions* in accordance with the following:
1. Administrative Subdivisions shall include lot line or boundary adjustments; or any subdivision creating a single new lot.
 2. Minor Subdivisions shall include any subdivision containing not more than four (4) lots which has frontage on an existing public or private street, and which does not require any new municipal street, street extension, or extension of municipal facilities; amendments to an approved minor subdivision; or amendments to an approved major subdivision plan that will not substantially change the nature of any previous subdivision or conditions of approval.
 3. Major subdivisions shall include any subdivision containing five (5) or more lots; or requiring any new public or private street; or amendments to an approved major subdivision which substantially changes the nature of any previous subdivision or conditions of approval; or any planned unit development that meets the definition of a subdivision.
- C. Coordination with Planned Unit Development Review.** Subdivision applications for Planned Unit Developments (PUDs) that meet the definition of subdivision shall be reviewed as major subdivisions under this Article. Conditional use review under Article 5 may occur concurrently with final subdivision review if all application and procedural requirements pertaining to each respective review process are met.
- D. Waiver of Application Requirements.** The Development Review Board may waive or vary one or more application requirements if the Board determines that the requirement:
1. Is not necessary to ensure the interest of public health, safety, and general welfare;
 2. Will not have the effect of nullifying the intent and purpose of applicable provisions of these regulations, the Comprehensive Municipal Plan and/or other municipal bylaws and ordinances in effect.
 3. The request for a waiver shall be submitted in writing by the subdivider with the sketch plan. It shall be the responsibility of the subdivider to provide sufficient information to allow the Board to justify the waiver. No such waiver may be granted if it would have the effect of nullifying the intent and purpose of these regulations or other municipal ordinances or regulations currently in effect.

Section 803 Administrative Subdivisions

- A. Application Process.** Applicants for Administrative Subdivisions are encouraged to consult with the Zoning Administrator prior to submitting an application to ensure the application meets the requirements of an Administrative Subdivision. Applications for Administrative Subdivisions shall include the following:
1. An actual field survey of the existing and proposed boundary lines of the tract, giving

complete descriptive data by bearings and distances, made and certified by a licensed land surveyor. The corners of the tract shall be located on the ground and marked by monuments approved by the City Manager, and shall be referenced as shown on the Plat.

2. Proposed name of the subdivision or identifying title.
3. The date, north point, map scale, name and address of record owner and subdivider and names of adjoining property owners.

Upon the submission of a complete application for an Administrative Subdivision, proper payment of fees, and any required supporting documentation, the Development Review Board shall hold a public hearing in accordance with Section 908 and approve, deny or reclassify the plat. Following any approval of an Administrative Subdivision, the applicant must submit a plat for recording in the land records as specified in Section 807.

B. Single Lot Subdivisions. Prior to approving a plat for a single lot subdivision, the DRB at minimum shall determine that the following conditions are met:

1. Both lots meet the minimum dimensional requirements of the district(s) in which the lots are located;
2. Any existing structures located on such lots meet the setback requirements of the district(s) in which the lots are located;
3. All lots, roads, utilities, and other such provisions are in conformance with Sections 808 and 809 and other applicable requirements.

C. Boundary Adjustments. Prior to approving a plat for a boundary adjustment, the DRB at minimum shall determine that the proposed boundary line adjustment shall not:

1. create additional lots;
2. make conforming lots nonconforming; or
3. increase the nonconformance of any existing lot or use

D. Reclassification of Administrative Subdivision. If the DRB determines that the proposed subdivision does not meet the requirements of an Administrative Subdivision, the DRB may reclassify the proposed subdivision as a Minor or Major Subdivision, and require the applicant to adhere to all related application requirements and development standards.

Section 804 Sketch Plan Review [applies to all Minor and Major Subdivision applications]

A. Application Requirements. The applicant shall submit to the Zoning Administrator, at least 15 days prior to a regularly scheduled Development Review Board meeting, a subdivision application and associated fee. The application shall include two (2) full size and ten (10) 11x17 copies of the Sketch Plan of the proposed subdivision for the purposes of classification and preliminary discussion. The Sketch Plan application must include information as required in Table 8.1.

- B. **Initial Meeting.** The applicant and/or an authorized representative shall attend an initial meeting with the Development Review Board, to be held at a regularly scheduled meeting of the Board, to discuss the subdivision application and proposed sketch plan.

Requirements of these regulations related to street improvements, drainage, sewerage, water supply, fire protection, availability of service and other related aspects will be reviewed. At this meeting the Development Review Board may request any additional information as needed to act on the sketch plan.

- C. **Action on Sketch Plan** Within 30 days of finding that a sketch plan application is complete, the Development Review Board, based on the information provided, shall issue in writing:

1. A determination of whether the subdivision is a Minor Subdivision to be reviewed under Section 806, or Major Subdivision to be reviewed under Sections 805 and 806;
2. The granting or denial of requested waiver provisions;
3. The granting or denial of any request to combine Preliminary and Final Review for a Major Subdivision;
4. A preliminary determination of whether or not the proposed subdivision plan generally conforms to applicable subdivision review standards or would be in conflict with the Comprehensive Municipal Plan and other municipal regulations currently in effect;
5. Recommendations for proposed changes in subsequent submissions, including any requests for additional studies or supporting documentation.

- D. **Effect of Sketch Plan Determinations.** Development Review Board determinations and associated recommendations shall remain in effect for six (6) months from the date of issuance, unless otherwise approved or extended in writing by the Development Review Board. Within 6 months of the determination by the Development Review Board, the applicant may apply to the Development Review Board for preliminary plan review for a major subdivision or final plan and plat approval for a minor subdivision.

Table 8.1 Application Requirements

Subdivision Application Requirements			
Application Information	Sketch	Prelim Plat	Final Plat
Application form [number of copies]	2- full size, 10 11x17 copies	2 full size, 10 11x17 copies	2 full size, 10 11x17 copies
Application fee	✓	✓	✓
Name of project, if any and name of City	✓	✓	✓
Name, address of applicant [landowner and/or subdivider]	✓	✓	✓
Written description of proposed development plans, including number and size of lots; general timing of development	✓	✓	✓
Waiver request, in writing [optional]	✓	✓	
Names, addresses of all adjoining property owners*	✓		
Plan/Plat Mapping Requirements	Sketch	Prelim Plat	Final Plat
Materials	Paper	Paper	Mylar
Preparer information, certifications	✓	✓	✓
Scale (minimum 1 inch = 200')	✓	✓	✓
Date, north arrow, legend	✓	✓	✓
Project boundaries and property lines	Drawn	Drawn	Surveyed
Existing and proposed lot lines and dimensions; lots numbered in numerical order within blocks, blocks lettered in alphabetical order	Drawn	Drawn	Surveyed
Location of markers adequate to appraise the layout of the subdivision and any proposed streets, easements, etc. in the field	✓ temporary	✓ temporary	✓ permanent
Adjoining land uses, roads, and drainage	✓	✓	✓
Zoning district designations and boundaries	✓	✓	✓
The location of natural and physical features located on the site, including buildings; roads, driveways, and parking areas; forested areas; fences and walls; watercourses; wetlands; areas of slope in excess of 20%; historic or archeological resources	✓	✓	✓
Existing and proposed elevations, contour lines*	10' interval	5' interval	5' interval
Existing and proposed roads, paths, parking areas, associated rights-of-way or easements	Drawn	Surveyed	Surveyed
Proposed building envelopes	✓	✓	✓
Existing and proposed utilities, water and wastewater mains, culverts and stormdrains and associated rights-of-way/ easements and proposed connections	✓	✓	✓
Location, name and widths of existing and proposed streets; typical cross section of the proposed grading of roadways and sidewalks; street, intersection, and parking area profile and geometry; building lines; and alleys; as well as similar facts on adjacent properties		✓	✓
Design of any required bridges or culverts		✓ preliminary	✓ final

Proposed landscaping and screening		✓	✓
Existing and proposed buffers and/or open spaces including any proposed to be dedicated to public use*		✓	✓
Supporting Information and Documentation	Sketch	Prelim Plat	Final Plat
Site location map of area within 2,000 feet of any property line showing proposed subdivision in relation to adjacent streets, buildings, drainage ways, adjoining properties, alleys, and parks or other public spaces	✓	✓	✓
Statement of compliance with municipal plan and	✓	✓	✓
Engineering reports (water and wastewater systems)		✓	✓
Existing and proposed traffic generation rates, volumes*		Estimated	Documented
Off-site easements (e.g. for water, wastewater, access)	Description	Draft	Final
Proposed covenants and/or deed restrictions	Description	Draft	Final
Proposed homeowner or tenant association or agreements	Description	Draft	Final
Written offers of dedication, if any, of all streets, sidewalks, or other easements		Draft	Final
Proposed performance bond or surety*		Description	Final
As may be Required by the Development Review Board	Sketch	Prelim Plat	Final Plat
Stormwater and erosion control plan		As required under sketch plan approval	As required under sketch plan approval
Grading plan (showing proposed areas of cut and fill)			
Traffic impact analysis (current and proposed traffic volumes, capacities, levels of service, proposed improvements)			
Fiscal impact analysis (analysis of fiscal costs and benefits)			
Historic and archeological assessment			
Probable street layout of the remaining portion of the tract if the application only covers a part of the subdivider's holding			
Other			
*Upon written request may be waived by the DRB			

Section 805 Preliminary Plan Review [applying only to major subdivisions]

- A. Application Requirements.** Within six (6) months of the date of action on a sketch plan by the Development Review Board, the applicant shall submit an application and associated fees for preliminary plan and plat approval to include the information as required in Table 8.1, unless otherwise specified or waived by the Development Review Board under Section 802. The application shall include two (2) full size and ten (10) 11x17 copies of the Preliminary Plan.
- B. Public Hearing.** Within 30 days of deeming that the preliminary plan application is complete, the Development Review Board shall hold a public hearing on the preliminary plan, warned in accordance with Section 908. The applicant, project engineer(s) and others working on the project should plan to attend the public hearing.
- C. Preliminary Plan Approval.** Within 45 days of the date of adjournment of the public hearing, the Development Review Board shall approve, approve with modifications, or

disapprove the preliminary plan and associated plat based on a determination of whether or not the preliminary plan conforms to applicable subdivision review standards under Article 8, or would be in conflict with the St. Albans City Comprehensive Plan and other municipal regulations in effect. When granting preliminary approval to a Preliminary Plat, the Development Review Board shall state the conditions of such approval, if any, with respect to:

1. the specific changes which it will require to the Preliminary Plat,
2. the character and extent of the required improvements for which waivers may have been requested and which in its opinion may be waived without jeopardy to the public health, safety, morals and general welfare,
3. the requirement for bonds or other surety it may require as a prerequisite to the approval of the Subdivision Plat.

The action of the Development Review Board plus any conditions attached thereto shall be noted on three (3) copies of the Preliminary Plat. One copy shall be returned to the subdivider, one retained by the Development Review Board and one filed with the Zoning Administrator.

The approval of a preliminary plan shall be effective for a period of six (6) months from the date of written notice of approval, unless otherwise approved or extended by the Development Review Board in the written notice of decision.

- D. Phasing.** At the time that the Development Review Board grants preliminary plan approval it may require the plat to be divided into two or more phases to ensure project conformity with the Comprehensive Plan and any Capital Budget and Program currently in effect. Conditions may be imposed upon the filing of an application for final plat approval for each phase as the Board deems necessary to ensure the orderly development of the plat and to avoid overburdening town facilities and services.
- E. Effect of Preliminary Plan Approval.** Approval of the preliminary plan shall not constitute approval of the final subdivision plan and plat. Subsequent to the approval of the preliminary plan, the Development Review Board may require the submission of all applicable approvals of municipal officials and/or agencies having jurisdiction over the project (e.g., Select Board, Health Officer), and such state and federal agencies as may be required by law. Upon receipt of evidence of approval of the preliminary plan by said agencies, if required, and the expiration of all relevant appeal periods, the applicant may apply to the Development Review Board for final plan approval under Section 806.

Section 806 Final Plan Approval [applying to all applications for subdivision]

- A. Application Requirements.** Within six (6) months of the date of sketch plan approval for minor subdivisions, or preliminary plan approval for major subdivisions, unless otherwise waived by the Development Review Board, the subdivider shall submit an application for final subdivision plan approval, including plat approval. If the subdivider

fails to do so, s/he will be required to resubmit for minor subdivisions a new sketch plan, or for major subdivisions a new preliminary plan, for approval subject to any new zoning and subdivision regulations. The application for final subdivision plan and plat approval shall include associated fees and the information as required in Table 8.1, unless otherwise specified or waived by the Development Review Board under Section 802. The application shall include two (2) full size and ten (10) 11x17 copies.

- B. Public Hearing.** Within 30 days of the date that the Development Review Board deems that a final plan application is complete, the Board shall hold a public hearing on the final plan and associated plat, warned and held in accordance with Section 908. Copies of the hearing notice shall also be sent, at least 15 days prior to the hearing date, to the clerk of an adjacent municipality in the case of a plat located within 500 feet of a municipal boundary. The applicant, project engineer(s) and others working on the project should plan to attend the public hearing.
- C. Final Plan Approval.** In accordance with the Act, within 45 days of the date of adjournment of the public hearing, the Development Review Board shall approve, approve with conditions, or disapprove the final subdivision plan, based on a determination of whether or not the plan and associated plat conform to subdivision review standards under Article 8, or would be in conflict with the St. Albans City Comprehensive Plan and other municipal regulations in effect. Failure to act within such 45 day period shall be deemed approval, effective the 46th day, as certified by the City Clerk. Approval, conditions of approval, or grounds for disapproval, and provisions for appeal shall be set forth in a written notice of decision. The notice of decision shall be sent by certified mail to the applicant and any other interested parties participating in the public hearing within the 45 day period. Copies of the decision shall also be sent to every person or body appearing and having been heard at the hearing, and filed with the Administrative Officer and the City Clerk as part of the public records of the municipality.
- D. Effect of Final Plan Approval.** The approval by the Development Review Board of a final subdivision plan and associated plat shall not be construed to constitute acceptance of any legal interest by the City of any street, easement, utility, park, recreation area, or other open space shown on the final plat. Such acceptance may be accomplished only by a formal resolution of the City Council, in accordance with state statute. Each approval for a final plan shall contain a time limit within which all improvements necessary for the subsequent development of the subdivided lots (e.g., roads, utilities) shall be completed, not to exceed 3 years unless otherwise required or extended by the Development Review Board.

Section 807 Plat Recording Requirements

- A.** In accordance with the Act within 180 days of the date of receipt of final plan approval, the applicant shall file three (3) copies of the final subdivision plat, including one (1) mylar copy and two (2) paper copies, for recording with the City Clerk as required by 27 V.S.A. Chapter 15. The size of the sheet shall be eighteen (18) inches by twenty-four

(24) inches as specified by 27 V.S.A. Chapter 17, Section 1403(a). Approval of subdivision plats not filed and recorded within this 180-day period shall expire. The Zoning Administrator may, however, grant one 90-day extension for plat filing in the event the applicant documents that other required local and/or state permits are still pending.

B. Prior to plat recording:

1. the plat must be signed by the Chair of the Development Review Board.
2. for any subdivision which requires the construction of roads or other public improvements by the applicant, the subdivider shall file with the City Treasurer a financial guarantee to cover the full cost of the required improvements in an amount set by the Zoning Administrator. Any such financial guarantee shall be satisfactory to the Zoning Administrator as to form, sufficiency, manner of execution and surety. A period of one (1) year (or such other period as the Development Review Board may determine appropriate, not to exceed three (3) years) shall be set forth in the time within which required improvements must be completed.

Section 808 Required Standards

The following are required standards for subdivisions in the City of St. Albans. The Development Review Board may impose conditions to ensure these standards are met.

- A.** Streets, sidewalks, street signs, street lighting, water mains, sanitary sewers, storm drains, fire hydrants, and other capital improvements must be constructed or installed as required by the Development Review Board and/or City Manager.
- B.** Permanent reference monuments must be shown on the final plat thus: "X". They shall be constructed in accordance with specifications of the City Manager. They shall be placed as required by the City Manager and their location noted and referenced upon the Plat. All lot corner markers must be shown on the final plat thus: "O". They shall be of metal at least three-quarters (3/4) inch in diameter, and at least thirty-six (36) inches in length, and located in the ground to existing grade. Monuments of a type approved by the City Manager, which shall be set at all corners and angle points of the boundaries of the subdivision, and monuments required by Municipal specifications for new roads, at all street intersections, angle points in street lines, points of curve and such intermediate points as shall be installed as required by the engineer.
- C.** All streets or other public places shown on such Plat shall be suitably graded and paved, and all sidewalks, street lighting standards, curbs, gutters, and street trees, water mains, sanitary sewers and storm drains, where required by the Development Review Board on the advice of the City Manager, shall be installed in accordance with the standards, specifications and procedure set forth in these regulations and other applicable City regulations and ordinances, and a performance bond to ensure completion of such improvements shall be provided by the subdivider.

- D. If at any time before or during the construction of the required improvements it is demonstrated to the satisfaction of the City Manager that unforeseen conditions make it necessary or preferable to modify the location or design of such required improvements, the City Manager may authorize modifications provided these modifications are within the spirit and intent of the Development Review Board's approval and do not constitute a waiver or substantial alteration of the function of any improvements required by the Development Review Board. The City Manager shall issue any authorization under this section in writing and shall transmit a copy of such authorization to the Development Review Board at their next regular meeting.
- E. If the City Manger shall find, upon inspection of the improvements performed before the expiration date of the financial guarantee, that any of the required improvements have not been constructed in accordance with plans and specifications filed by the subdivider, the Manager shall report to the Zoning Administrator and Development Review Board. The City shall notify the subdivider and take all necessary steps to preserve the City's rights under the financial guarantee. No Plat shall be approved by the Development Review Board as long as the subdivider is in default on a previously approved Plat for the same property.
- F. The applicant shall be required to maintain all improvements and provide for snow removal on streets and sidewalks to be dedicated until acceptance of said improvements by the City Council. The applicant shall be required to file a maintenance bond with the City, prior to dedication, in an amount considered adequate by the City Manager and in a form satisfactory to the City in order to assure the satisfactory condition of the required improvements for a period of two (2) years after the date of their acceptance.
- G. The approval by the Development Review Board of a Subdivision Plat shall not be deemed to constitute or be evidence of any acceptance by the City of any street, sidewalk or other easement shown on such Subdivision Plat.

Section 809 Development Requirements

- A. Streets
 - 1. Cul-de-sac: Where through streets are not possible, cul-de-sac streets will be provided according to the following: a turn-around shall be provided with a minimum right-of-way radius of 48 feet at the end of all cul-de-sacs.
 - 2. Standards: All streets shall be completely constructed by the subdivider in accordance with the minimum standards of the State Highway Department for Class 2 or 3 highways as applicable.
 - 3. Layout
 - a) Arrangement: The arrangement of streets in the subdivision shall provide for the continuation of major and secondary streets of adjoining subdivisions and for proper projection of major and secondary streets into adjoining properties which are not yet subdivided, in order to make possible necessary fire protection,

movement of traffic and construction or extension, presently or when later required, of needed utilities and public services such as sewers, water and drainage facilities. Where, in the opinion of the Development Review Board, topographic or other conditions make such continuance undesirable or impracticable, the above conditions may be modified.

- b) Topography: Streets shall be related logically to the topography so as to produce usable lots, reasonable grades and safe intersections in appropriate relation to the proposed use of the land to be served by such streets. Adequate provisions shall be made to control the drainage of each lot by an adequate storm water system, subject to the approval of the Development Review Board.
 - c) Horizontal and Vertical Curves: No horizontal curve shall have a center line radius of less than one hundred fifty (150) feet. For changes in grade exceeding one (1) percent, a vertical curve shall be provided ensuring a minimum sight distance of one hundred fifty (150) feet.
 - d) Grades: Street crown grades shall be at least one (1) percent to provide satisfactory drainage. The maximum allowable grade shall be ten (10) percent. In no case shall a grade greater than seven (7) percent be allowed at or within fifty (50) feet of an intersection. However, the Development Review Board may authorize on a cul-de-sac street as a variance, a maximum grade not to exceed ten (10) percent for a total distance not to exceed nine hundred (900) feet provided that a grade of not greater than eight (8) percent is established at or within one hundred fifty (150) feet of an intersection. For grades in excess of eight (8) percent, the Development Review Board may require safety features as deemed necessary, such as guard rails and extended shoulders.
 - e) Intersections: Street intersections shall be as nearly at right angles as possible, and no intersection shall be an angle of less than sixty (60) degrees.
 - f) Tangents: A tangent of at least one hundred (100) feet in length shall be introduced between reverse curves on all proposed streets.
 - g) Street Jogs: Street jogs with center line offsets of less than one hundred twenty-five (125) feet shall not be allowed.
- 4. Access Road: The Development Review Board may require the subdivider to improve any access road to the subdivision to the appropriate street standards provided in these regulations if such access would otherwise be inadequate, provided that the City owns or provides the right-of-way.
 - 5. Curbs and Sidewalks: Curbs shall be required on both sides of all streets. Sidewalks on at least one side of all streets shall be required where the density is greater than one residential unit for each two (2) acres unless waived by the Development Review Board.

B. Utilities

- 1. Water and Wastewater: The subdivider shall be required to connect to the public water and wastewater systems. The subdivider is required to provide such pumping and other facilities as may be necessary. The subdivider may be required by the City to provide or to have installed at his expense larger wastewater transmission lines,

- pumping stations and/or other facilities.
2. Electric, Telephone, Cable TV: Electric, telephone and cable TV distribution systems shall be underground including services to residences and to street lights unless waived by the Development Review Board.
 3. Fire Protection Facilities: Fire protection facilities may be required of the subdivider to the extent such facilities are deemed advisable by the City.
- C. Street Lighting may be required as deemed necessary by the City.
- D. Street Signs
All street signs and posts shall be provided and installed by the City at the expense of the subdivider.
- A. Storm Drainage
1. Removal of Spring and Surface Water: The subdivider shall be required by the Development Review Board to carry away by pipe or open ditch, any spring or surface water that may exist either prior to or as a result of the subdivision. Such drainage facilities shall be located in the street right-of-way where feasible, or in perpetual unobstructed easements of appropriate width.
 2. Drainage Structure to Accommodate Development Upstream: Culverts or other drainage facilities, in each case, shall be large enough to accommodate 100 year flood conditions. The Development Review Board shall approve the design and size of facilities based on anticipated run-off under conditions of total potential development. The subdivider's engineer shall provide such information as the Development Review Board deems necessary to determine the adequacy of the facilities.
 3. Responsibility for Drainage Downstream: The subdivider shall provide such information as the City deems necessary to determine the effect of the subdivision on the existing drainage facilities.
 4. Uninhabitable Land: All land to be used for building purposes on the plat submitted for approval shall be of such character that it can be used for building purposes without danger to health.
- F. Site Preservation
1. Existing Features: Existing features, such as trees, water courses and falls, brooks, wetlands, historic spots and similar irreplaceable assets, shall be preserved, insofar as reasonably possible.
 2. Natural Cover: Land shall be subdivided and improved in reasonable conformity to existing topography in order to minimize grading, cut and fill, and, insofar as possible, retain the natural contours, limit storm water run-off, and conserve the natural cover and soil. After application for approval has been submitted, no topsoil, sand or gravel shall be removed from the subdivision for any other purposes than to meet construction needs for that particular subdivision or to meet any requirements of these regulations.

3. Erosion and Sediment Control: The smallest practical area of land should be exposed at any one time during development. When land is exposed during development, the exposure should be kept to the shortest practical period of time. Land should not be left exposed during the winter months. Where necessary, temporary vegetation and/or mulching and structural measures may be required by the Development Review Board to protect areas exposed during the development. Sediment basins (debris basins, desilting basins or silt traps) shall be installed and maintained during development to remove sediment from run-off water and from land undergoing development. Where possible, natural drainage-ways should be utilized and left open to remove excess surface water. The permanent final vegetation and structures should be installed as soon as practical in the subdivision.

G. Excavation and Grading

1. General: All excavating and filling required for construction of improvements shall be as specified herein. The entire area of work shall be brought to the required lines and grades by excavation or filling. Excavation material, if suitable, may be used in making embankments and in filling low areas. A minimum of four (4) inches of topsoil shall be provided to cover over all finished slopes. This material shall be spread uniformly over all finished slopes. All streets shall be graded from property line to property line to approved grade and cross section.
2. Suitable Material Required: No stumps, wood, roots, sod, or other fibrous materials shall be placed in any embankment. In those locations where the alignment crosses swamp or marsh land, or other similar soil that is incapable of withstanding expected loads, such inadequate soil shall be removed entirely and replaced in the embankment, but may be used in flattening embankment slopes or for filling low spots outside the road section. The Development Review Board may require the subdivider to submit evidence of boring and/or other soil investigations to determine the depth, composition and stability of the subgrade within the road section.
3. Embankments: Embankments shall be formed of suitable and acceptable excavated materials and brought to the required lines and grades. The materials for embankment shall be placed in successive horizontal layers not exceeding six (6) inches in depth extending across the entire fill area.
4. Side slopes: Side slopes in embankment and on roadside drainage ditches shall descend one (1) foot vertically for at least each two (2) feet horizontally (2 on 1). Surplus material resulting from excavation of the road prism shall be used to flatten slopes of embankment so that they ascend one (1) foot vertically for at least two (2) feet horizontally (2 on 1). Side slopes in excavation rock shall ascend six (6) feet vertically for at least each one (1) foot horizontally (1 on 6), where rock cuts have a face higher than ten (10) foot level above the grade at the edge of the pavement. Side slopes shall not be graded so as to extend beyond the limits of the road right-of-way onto land not part of the subdivision unless a suitable slope easement has been properly established and granted by the affected property owner.

H. Soil Survey

When a development is proposed which, because of its size or location, requires detailed soil analysis, the Development Review Board shall require the subdivider to request this analysis from the Soil Conservation Service. The results of investigation by a Soil Conservation Service soils scientist will be provided by the subdivider to the Development Review Board along with the other submission requirements of this regulation.

St. Albans City Land Development Regulations

Article 9

Administration and Enforcement

Section 901 Zoning Administrator

The Zoning Administrator shall be appointed to administer the Land Development Regulations pursuant to Section 4448 of the Act. Said officer shall literally enforce the provisions of these regulations and in so doing shall inspect developments, maintain records and perform all other necessary tasks to carry out the provisions of these regulations.

Appeals from any decision or act taken by the Zoning Administrator shall be made as provided for in Sub-Chapter 9 of the Act. An acting and/or assistant Zoning Administrator may be appointed pursuant to the Act.

Section 902 Development Review Board

A Development Review Board of nine (9) members, who shall serve without remuneration and act on all matters within its jurisdiction under these regulations in the manner prescribed in the Act, shall be appointed by the City Council.

Rules of procedure applicable to the Development Review Board, the nature of appeals to the Board from actions of the Zoning Administrator, notice requirements, public notice, conditions for variance relief, and all other matters governing the action of said Board shall be as provided in the Act.

Section 903 Building Permits

A. Building Permit

No land development may be commenced without a building permit issued by the Zoning Administrator. No building permit may be issued by the Zoning Administrator except in conformance with these regulations or after approval by the Development Review Board.

- 1.** All persons desiring a building permit shall apply on a City furnished form stating the proposed work, use and occupancy. The application for a permit shall be accompanied by a copy of a plan, drawn to scale, showing the actual dimensions of the principal and accessory buildings to be created on the plot and the location of any proposed repairs, alterations, relocations, demolition or other structural change, and any other pertinent information as may be necessary to determine and provide for the enforcement of this ordinance.
- 2.** If approval of plans by the Development Review Board or any other agency is required for any of the proposed work, the applicant shall obtain such approval in writing and submit it with the application for a building permit.

3. Prior to the issuance of any building permit, the Zoning Administrator shall first determine that the subject of the application is in conformance with these regulations, and may request any information required for this purpose. No such permit shall be issued unless an application, fee, plot plan and any other approvals of the Development Review Board required by these regulations have been properly obtained and are submitted in connection with the application. The Zoning Administrator shall, within thirty (30) days of submission of the application, data and approvals, either issue or deny a building permit or refer the application to the Development Review Board. If denied, the Zoning Administrator shall so notify the applicant in writing, stating the reasons therefor. If the building permit is approved, all activities authorized by its issuance shall be completed within two (2) years of the date of issue, or the building permit shall become null and void and reapplication to complete any activities shall be required.
4. Building permits shall be conspicuously posted within view of the nearest public right-of-way on a form provided by the City during the appeal period and while the work is being done. The Zoning Administrator, within three (3) days of the date of issuance, shall deliver a copy of the zoning permit to the Listers; and shall post a copy of the permit in the municipal offices for a period of fifteen (15) days from the date of issuance.
5. No building permit shall take effect until the time for appeal in Section 4465 of the Act has passed. In the event that a notice of appeal is properly filed, such permit shall not take effect until final adjudication of said appeal.

Section 904 Coordinated Review

- A. In accordance with 24 V.S.A. § 4462, in cases where a proposed project will require more than one type of development review, the Development Review Board may warn and hold a single hearing for the purpose of reviewing and acting on the proposal. The Zoning Administrator shall identify proposed projects appropriate for combined review and assist applicants in preparing and submitting coordinated applications to facilitate combined review.
- B. As applicable, the combined review process shall be conducted in the following order:
 1. Access by right-of-way; then
 2. Requests for Waivers or Variances; then
 3. Subdivision Approval (preliminary and final) or PUD approval; then
 4. Conditional Use Review; then
 5. Site Plan
- C. Notice for a combined review hearing shall be made in accordance with 24 V.S.A. § 4464(a)(1). The hearing notice shall include a statement that the hearing will be a combined review of the proposed project and list each review processes that will be conducted at the hearing.
- D. All hearing and decision requirements, and all deadlines applicable to each review process shall apply. Separate written decisions may be issued for each review conducted as part of the combined review, but shall be coordinated where appropriate.

Section 905 Appeals, Variances

Section 905.1 Appeals

- A.** Appeals from any decision or act of the Zoning Administrator in connection with these regulations shall be made to the Development Review Board as provided for in Section 4465 of the Act.
- B.** Whenever the Development Review Board disapproves a conditional use permit or a variance request or disapproves a site plan application, on any basis other than the failure of the applicant to submit a complete application, such action may not be reconsidered by the respective board at a later time unless the applicant clearly demonstrates that:
 - 1.** Circumstances affecting the property that is the subject of the application have substantially changed, or
 - 2.** New information is available that could not with reasonable diligence have been presented at a previous hearing. A request to be heard on this basis must be filed with the Zoning Administrator within the time period for an appeal. However, such a request does not extend the period within which an appeal must be taken.
- C.** Appeals from any decision or act of the Development Review Board in connection with these regulations shall be made to the Environmental Court as provided for in Section 4471 of the Act.

Section 905.2 Variances

- A.** The Development Review Board may grant a variance from the provisions of these regulations following application and public hearing if all the following findings of fact are specified in its decision:
 - 1.** That there are unique physical circumstances or conditions, including irregularity, narrowness, or shallowness of lot size or shape, or exceptional topographical or other physical conditions peculiar to the particular property, and that unnecessary hardship is due to such conditions; and not the circumstances or conditions generally created by the provisions of the zoning regulation in the neighborhood or district in which the property is located.
 - 2.** That because of such physical circumstances or conditions, there is no possibility that the property can be developed in strict conformity with the provisions of the zoning regulation and that the authorization of a variance is therefore necessary to enable the reasonable use of the property;
 - 3.** That the unnecessary hardship has not been created by the appellant;
 - 4.** The variance, if authorized, will not alter the essential character of the neighborhood or district in which the property is located, substantially or permanently impair the

appropriate use or development of adjacent property, reduce access to renewable energy resources, nor be detrimental to the public welfare; and

5. That the variance, if authorized, will represent the minimum variance that will afford relief and will represent the least deviation possible from the zoning regulations and the Comprehensive Municipal Plan.

- B. Establishment or expansion of a use not permitted with or without conditions by these regulations shall not be allowed by variance. Pursuant to Section 4473 of the Act, the Development Review Board may not amend, alter, invalidate or affect any of these bylaws or the implementation or enforcement thereof, or allow any use other than those permitted with or without conditions in the applicable district.

Section 906 Penalties

Any violation of these regulations after the effective date thereof may be punished as provided in the Act.

Section 907 Referral to State Agency

In accordance with Section 4424 2(D) of the Act, no building permit for new construction or substantial improvement in the flood hazard overlay district shall be issued by the Zoning Administrator without first submitting a report to the appropriate state agency, and compliance with the terms of Section 4424 2(D).

Section 908 Public Notice

Any requirement of public notice required by these regulations, whether or not required by any provision of the Act, and whether applicable to the Development Review Board, shall be given not less than 15 days prior to the date of the public hearing by all of the following:

1. Publication of the date, place and purpose of the hearing in a newspaper of general circulation in the municipality;
2. Posting of the same information in three (3) or more public places within the municipality, including the posting of a notice within view from the public right-of-way nearest to the property for which the application is being made; and
3. Written notification to the applicant and to owners of all properties adjoining the property subject to development, without regard to public rights-of-way, which includes a description of the proposed project, information that clearly informs the recipient where additional information may be obtained, and that participation in the local proceeding, is a prerequisite to the right to take any subsequent appeal. Participation shall consist of offering, through oral or written testimony, evidence of a statement of concern related to the subject of the proceeding.

No defect in the form or substance of any required public notice under this section shall invalidate the action of the Development Review Board where reasonable efforts have been made to provide adequate posting and notice. However, the action shall be invalid when the defective posting or notice was materially misleading in content. If an action is ruled to be invalid by the Board of Adjustment/Development Review Board or the Environmental Court, the action shall be remanded to the Board to provide new posting and notice, hold a new hearing, and take a new action.

Section 909 Amendments

These regulations may be amended according to the requirements and procedures established in Sections 4441 and 4442 of the Act.

Section 910 Interpretations

Except for Section 4413 (c) of the Act and where, in these regulations, specifically provided to the contrary, it is not intended by these regulations to repeal, annul or in any way to impair any permits previously adopted or issued.

Where these regulations impose a greater restriction upon use of a structure or land that are required by any other statute, ordinance, rule, regulation, easement, or agreement, the provisions of these regulations shall control.

Section 911 Fee Schedule For Building Permits

A fee schedule for building permits shall be established, and may be adjusted from time to time by the City Council, and such fee schedule shall be made available upon request.

St. Albans City Land Development Regulations
Article 10
Zoning and Design Review
District Boundaries

Section 1001 Map of the Zoning Districts

See Attachment 1

Section 1002 Zoning Districts Described

A. LDR – Low Density Residential District

1. LDR - East Side, South

Beginning at a point which is located on the City boundary line on the south side of the I-89 spur which is 379.5 feet east of the centerline of South Main Street;

thence northerly 766 feet to a point 306.5 feet east of the centerline of South Main Street;

thence westerly 158.5 feet to a point 148 feet east of the centerline of South Main Street and 310 feet south of the centerline of Gilman Street;

thence northerly parallel to the centerline of South Main Street across Gilman Avenue to a point 85 feet north of the centerline of Gilman Avenue;

thence easterly parallel to the centerline of Gilman Avenue 40 feet to a point 188 feet east of the centerline of South Main Street;

thence northerly to a point in the centerline of Diamond Street which point is 157.5 feet east of the centerline of South Main Street;

thence westerly along the centerline of Diamond Street 24 feet to a point 134 east of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street 116 feet to a point 140.5 feet north of the centerline of Diamond Street;

thence easterly parallel to the centerline of Diamond Street 117 feet to a point 249.5 feet east of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street to a point in the centerline of Upper Welden Street which is 249.5 feet east of the centerline of South Main Street;

thence westerly along the centerline of Upper Welden Street 90 feet to a point 159.5 feet east of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street 74.5 to the center of Stevens Brook;

thence north and east along the center of Stevens Brook to a point which is 224.5 feet west of the centerline of Lincoln Avenue;

thence northerly parallel to the centerline of Lincoln Avenue to a point 221 feet west of the center of the Lincoln Avenue and Rugg Street intersection;

thence easterly across Lincoln Avenue and along the centerline of Rugg Street to a point 123.5 feet east of the center of the Lincoln Avenue and Rugg Street intersection;

thence northerly parallel to the centerline of Lincoln Avenue a distance of 109.5 feet;

thence easterly parallel to the centerline of Rugg Street a distance of 124 feet to a point 247.5 feet east of the centerline of Lincoln Avenue;

thence northerly parallel to the centerline of Lincoln Avenue through Ferris Street to a point which is 246 feet south of the centerline of Fairfield Street;

thence easterly parallel to the centerline of Ferris Street 129 feet;

thence northerly parallel to Barlow Street 26 feet;

thence easterly parallel to Ferris Street 232 feet;

thence northerly parallel to Barlow Street 40 feet;

thence easterly parallel to Ferris Street 128 feet;

thence southerly parallel to Barlow Street 14 feet;

thence easterly parallel to Ferris Street 141 feet;

thence southerly parallel to Barlow Street 54 feet;

thence easterly parallel to Ferris Street 62 feet;

thence southerly parallel to Barlow Street 60 feet;

thence easterly parallel to Ferris Street 116 feet;
thence northerly parallel to Barlow Street 125 feet;
thence easterly parallel to Ferris Street to the centerline of Barlow Street;
thence northerly following the centerline of Barlow Street 21 feet;
thence easterly parallel to Fairfield Street 104 feet;
thence northerly parallel to Barlow Street 4 feet;
thence easterly parallel to Fairfield Street 110;
thence southerly parallel to Barlow Street 64 feet;
thence easterly 100 feet to a point 212 feet south of the centerline of Fairfield Street;
thence northerly 19 feet to a point 193 feet south of the centerline of Fairfield Street;
thence easterly 68 feet to a point 193 feet south of the centerline of Fairfield Street;
thence southerly 5 feet parallel to Barlow Street;
thence easterly parallel to Fairfield Street 213 feet;
thence southerly parallel to Barlow Street 20 feet;
thence easterly parallel to Fairfield Street 45 feet;
thence easterly 86 feet to a point 183 feet south of the centerline of Fairfield Street;
thence southerly parallel to Barlow Street 17 feet;
thence easterly parallel to Fairfield Street 105 feet;
thence northerly parallel to Barlow Street 10 feet;
thence easterly parallel to Fairfield Street 81 feet;
thence northerly parallel to Barlow Street 7 feet;
thence easterly parallel to Fairfield Street to the City Boundary;
thence following the City boundary line easterly, southerly and westerly directions to the point of beginning.

2. LDR - East Side, North

Beginning at a point 919 feet north of the centerline of Fairfield Street on the City Boundary;

thence westerly parallel to the centerline of Fairfield Street 240 feet;

thence southerly parallel to the City Boundary 187 feet;

thence westerly parallel to the centerline of Fairfield Street to the centerline of Berkley Terrace;

thence southerly following the centerline of Berkley Terrace to a point 152 feet north of the centerline of Fairfield Street;

thence westerly parallel to the centerline of Fairfield Street 100 feet;

thence northerly parallel to the centerline of Berkley Terrace 6 feet;

thence westerly parallel to the centerline of Fairfield Street to the centerline of Smith Street;

thence westerly parallel to the centerline of Fairfield Street 102 feet;

thence northerly parallel to the centerline of Smith Street 95 feet;

thence westerly parallel to the centerline of Fairfield Street 99 feet;

thence northerly parallel to the centerline of Smith Street 235 feet;

thence westerly parallel to the centerline of Fairfield Street 93 feet;

thence southerly parallel to the centerline of Smith Street 237 feet;

thence westerly parallel to the centerline of Fairfield Street 72 feet;

thence southerly parallel to the centerline of Smith Street 100 feet;

thence westerly parallel to the centerline of Fairfield Street to the centerline of Brown Avenue;

thence northerly following the centerline of Brown Avenue to a point 165 feet north of the centerline of Fairfield Street;

thence westerly parallel to the centerline of Fairfield Street 226 feet;

thence northerly parallel to the centerline Brown Avenue 108 feet ;

thence westerly parallel to the centerline of Fairfield Street to a point 225 feet east of the

centerline of High Street;

thence northerly parallel to the centerline of High Street to a point in the centerline of Bishop Street which point is 233 feet east of the center of the Bishop Street and High Street intersection;

thence continuing northerly parallel to the centerline of High Street across Bank Street to the centerline of Congress Street 233 feet east of the center of the Congress Street and High Street intersection;

thence westerly along the centerline of Congress Street to a point 218.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 243 feet;

thence easterly parallel to the centerline of Congress Street 188 feet to a point 233 feet west of the centerline of Messenger Street;

thence northerly parallel to the centerline of Messenger Street to a point located 120.5 feet south of the centerline of Brainerd Street and 233 feet west of the centerline of Messenger Street;

thence westerly parallel to the centerline of Brainerd Street 221 feet to a point 174.5 feet east of North Main Street;

thence northerly parallel to the centerline of North Main Street to the centerline of Brainerd Street which point is 174.5 feet east of the centerline of North Main Street;

thence westerly along the centerline of Brainerd Street 10 feet to a point 164.5 feet east of the centerline of South Main Street;

thence northerly parallel to the centerline of North Main Street 186.5 feet to a point;

thence easterly parallel to the centerline of Brainerd Street a distance of 87 feet to a point 251.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street through Upper Newton Street to the centerline of Farrar Street;

thence easterly along the centerline of Farrar Street 31 feet to a point 282.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 174.5 feet;

thence westerly parallel to the centerline of Farrar Street 31 feet to a point 251.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street to a point 218 feet south of the

centerline of Lakeview Terrace;

thence westerly parallel to the centerline of Lakeview Terrace 104 feet to a point 147.5 feet easterly of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 218 feet to the centerline of Lakeview Terrace;

thence easterly along the centerline of Lakeview Terrace 52 feet to a point 199.5 feet east of the centerline North Main Street;

thence northerly parallel to the centerline of North Main Street 265 feet;

thence easterly parallel to the centerline of Lakeview Terrace 150 feet to a point 349.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 190 feet to a point on the City boundary line located 400 feet from the City's northwest boundary marker located on the west side of Route 7;

thence following the City boundary line in easterly, southerly, and westerly directions to the point of beginning.

3. LDR - West Side, North

Beginning at a point in the center of the Aldis and North Elm Street intersection;

thence northerly along the centerline of North Elm Street 200 feet;

thence easterly parallel to the centerline of Aldis Street 183 feet;

thence northerly parallel to the centerline of North Elm Street 480 feet;

thence turning at a right angle and proceeding easterly to the center of Stevens Brook;

thence northerly along the center of Stevens Brook across Lower Newton Street to the City boundary line;

thence west and south along the City boundary line to the north side of the CVRY right-of-way;

thence easterly along the north boundary of the CVRY right-of-way across North Elm Street to a point in the center of Stevens Brook;

thence northerly along the center of Stevens Brook to the centerline of Aldis Street;

thence westerly along the centerline of Aldis Street to the point of beginning.

4. LDR - West Side, South

Beginning at a point in the centerline of Pine Street 168 feet north of the centerline of Lake Street;

thence westerly parallel with Lake Street 190 feet;

thence southerly parallel to the centerline of Pine 53 feet;

thence westerly parallel to the centerline Lake Street 117 feet to the centerline of Maple Street;

thence northerly along the centerline of Maple Street 368 feet to a point 146 feet south of the centerline of LaSalle Street;

thence westerly parallel to the centerline of LaSalle Street 94 feet;

thence northerly parallel to the centerline of Maple Street 146 feet to the centerline of LaSalle Street;

thence westerly along the centerline of LaSalle Street 133 feet to center of Stevens Brook;

thence southerly along the center of Stevens Brook to a point 194 feet north of the centerline of Lake Street;

thence westerly parallel to Lake Street 143 feet;

thence southerly 73 feet to a point 121 feet north of the centerline of Lake Street;

thence westerly parallel to Lake Street a distance 367 feet across Spruce Street to the centerline of North Elm Street;

thence southerly along the centerline of North Elm Street through the North Elm, South Elm and Lake Street intersection and continuing along the centerline of South Elm Street for a distance of 308 feet which is 165 feet south of the centerline of Lake Street;

thence easterly parallel to the centerline of Lake Street 145 feet;

thence northerly parallel to South Elm Street a distance of 34 feet to a point which is 131 feet south of the centerline of Lake Street;

thence easterly parallel to the centerline of Lake Street across Hunt Street to the center of Stevens Brook;

thence southerly along the center of Stevens Brook to the centerline of Lower Welden Street;

thence continuing southerly a distance of 679 feet to a point which is 778 feet east of the centerline of Edward Street;

thence southwesterly 559 feet to a point on the City boundary line;

thence following the City boundary line west and north to a point 224.5 feet north of the centerline of Pearl Street;

thence easterly parallel to the centerline of Pearl Street to a point 563 feet west of the centerline of North Elm Street;

thence northerly to a point on the south side of the CVRY right-of-way which is 417 feet west of the centerline of North Elm Street;

thence easterly along the CVRY right-of-way to the centerline of North Elm Street;

thence southerly along the centerline of North Elm Street 215 feet;

thence easterly along the south boundary line of the Leo Gadouas property 303 feet to the CVRY boundary line;

thence following the CVRY boundary line east and south to the center of the Pearl and Pine Street intersection;

thence southerly along the centerline of Pine Street to the point of beginning.

B. HDR – High Density Residential District

1. HDR – East Side

Beginning at a point in the center of the Maiden Lane and Congress Street intersection;

thence easterly along the centerline of Congress Street to a point 233 feet east of the center of the Congress Street and High Street intersection;

thence southerly parallel to the centerline of High Street across Bank Street to the centerline of Bishop Street which point is 233 feet east of the center of the Bishop Street and High Street intersection;

thence continuing southerly parallel to the centerline of High Street to a point 273 feet north of the centerline of Fairfield Street;

thence easterly parallel to the centerline of Fairfield Street 84 feet;

thence continuing southerly parallel to the centerline of High Street to a point 165 feet north of the centerline of Fairfield Street;

thence easterly parallel to the centerline of Fairfield Street to the centerline of Brown Avenue;

thence southerly down the centerline of Brown Avenue to a point 131 feet north of the centerline of Fairfield Street;

thence easterly parallel to the centerline of Fairfield Street 143 feet;

thence northerly parallel to the centerline of Brown Avenue 100 feet;

thence easterly parallel to the centerline of Fairfield Street 72 feet;

thence northerly parallel to the centerline of Brown Avenue 237 feet;

thence easterly parallel to the centerline of Fairfield Street 93 feet;

thence southerly parallel to the centerline of Smith Street to a point 253 feet north of the centerline of Fairfield Street;

thence easterly parallel to the centerline of Fairfield Street 99 feet;

thence southerly parallel to the centerline of Smith Street to a point 158 feet north of the centerline of Fairfield Street;

thence easterly parallel to the centerline of Fairfield Street to the centerline of Smith Street;

thence easterly parallel to the centerline of Fairfield Street 207 feet;

thence southerly parallel to Berkley Terrace to a point 152 feet north of the centerline Fairfield Street;

thence easterly parallel to the centerline of Fairfield Street to the centerline of Berkley Terrace;

thence northerly following the centerline of Berkley Terrace 767 feet;

thence easterly parallel to the centerline of Fairfield Street 315 feet;

thence northerly parallel to the City Boundary 187 feet;

thence easterly parallel to the centerline of Fairfield Street to the City Boundary;

thence southerly following the City Boundary to a point 183 feet south of the centerline of Fairfield Street;

thence westerly parallel to the centerline of Fairfield Street 270 feet;

thence westerly 62 feet to a point 190 feet south of the centerline of Fairfield Street;
thence westerly 81 feet to a point 200 feet south of the centerline of Fairfield Street;
thence westerly 105 feet to a point 183 feet south of the centerline of Fairfield Street;
thence westerly 131 feet to a point 218 feet south of the centerline of Fairfield Street;
thence northerly 20 feet to a point 198 feet south of the centerline of Fairfield Street;
thence westerly parallel to Fairfield Street 213 feet;
thence westerly 68 feet to a point 193 feet south of the centerline of Fairfield Street;
thence westerly 100 feet to a point 217 feet south of the centerline of Fairfield Street;
thence northerly parallel to the centerline of Barlow Street 64 feet;
thence westerly parallel to the centerline of Fairfield Street 110 feet;
thence westerly parallel to the centerline of Fairfield Street to the centerline of Barlow Street;
thence westerly parallel to the centerline of Fairfield Street 105 feet;
thence southerly parallel to the centerline of Barlow Street 5 feet;
thence westerly parallel to the centerline of Fairfield Street 60 feet;
thence southerly parallel to the centerline of Barlow Street 125 feet;
thence westerly parallel to the centerline of Ferris Street 116 feet;
thence northerly parallel to the centerline of Barlow Street 80 feet;
thence westerly parallel to the centerline of Ferris Street 74 feet;
thence northerly parallel to the centerline of Barlow Street 54 feet;
thence westerly parallel to the centerline of Ferris Street 141 feet;
thence northerly parallel to the centerline of Barlow Street 14 feet;
thence westerly parallel to the centerline of Ferris Street 128 feet;
thence southerly parallel to the centerline of Barlow Street 40 feet;

thence westerly parallel to the centerline of Ferris Street 232 feet;

thence southerly parallel to the centerline of Barlow Street 26 feet;

thence westerly parallel to the centerline of Ferris Street 129 feet;

thence westerly parallel to the centerline of Ferris Street 270 feet to a point 247.5 feet east of the centerline of Lincoln Avenue;

thence southerly parallel to the centerline of Lincoln Avenue through Ferris Street to a point 109.5 feet north of the centerline of Rugg Street and 247.5 feet east of the centerline of Lincoln Avenue;

thence westerly parallel to the centerline of Rugg Street 124 feet to a point 123.5 feet east of the centerline of Lincoln Avenue;

thence southerly parallel to the centerline of Lincoln Avenue 109.5 feet to the centerline of Rugg Street 123.5 feet east of the center of the Lincoln Avenue and Rugg Street intersection;

thence westerly along the centerline of Rugg Street across Lincoln Avenue to a point 224.5 feet west of the centerline of Lincoln Avenue;

thence northerly parallel to Lincoln Avenue to a point which is 164.5 feet south of the centerline of Ferris Street;

thence westerly parallel to the centerline of Ferris Street 154 feet to a point 378.5 feet west of the centerline of Lincoln Avenue;

thence northerly parallel to Lincoln Avenue 164.5 feet to the centerline of Ferris Street;

thence easterly along the centerline of Ferris Street to a point 235.5 feet west of the center of the Ferris Street and Lincoln Avenue intersection;

thence northerly parallel to the centerline of Lincoln Avenue to a point 180.5 feet north of the centerline of Ferris Street;

thence westerly parallel to the centerline of Ferris Street to the centerline of Hospital Drive;

thence northerly along the centerline of Hospital Drive across Fairfield Street and along the centerline of Church Street to the center of the Church and Bank Street intersection;

thence westerly along the centerline of Bank Street a distance of 75 feet to the center of the Bank Street and Maiden Lane intersection;

thence northerly along the centerline of Maiden Lane to the center of the Maiden Lane and Congress Street intersection and the point of beginning.

2. HDR – West Side – Stowell

Beginning at a point in the centerline of Lower Welden Street 190 feet west of the center of the Lower Welden and South Main Street intersection;

thence westerly along the centerline of Lower Welden Street to the center of the Lower Welden and Allen Street intersection;

thence northerly along the centerline of Allen Street to the center of the Allen and Stowell Street intersection;

thence easterly along the centerline of Stowell Street 394 feet;

thence northerly along the westerly boundary of the Fabio Choiniere property (ID #26,084,015) 125 feet;

thence easterly parallel to the centerline of the Stowell Street to a point 122.5 feet west of the centerline of South Main Street;

thence southerly parallel to the centerline of South Main Street to the centerline of Stowell Street;

thence westerly along the centerline of Stowell Street to a point 240.5 feet west of the centerline of South Main Street;

thence southerly parallel to the centerline of South Main Street to the point of beginning in the centerline of Lower Welden Street.

3. HDR – West Side – New/Gilman

Beginning at a point in the centerline of New Street 224.5 feet west of the centerline of South Main Street;

thence westerly along the centerline of New Street to the center of Stevens Brook;

thence southerly along the center of Stevens Brook to a point where it intersects with Grice Brook;

thence southerly to a point 157 feet south of the centerline of Gilman Street;

thence easterly parallel to Gilman Street to a point 224.5 feet west of the centerline of South Main Street and 157 feet south of the centerline of Gilman Street;

thence northerly parallel to the centerline of South Main Street across Gilman Street to the centerline of New Street and the point of beginning.

4. HDR – West Side – Locke/Nason

Beginning at a point in the centerline of Locke Terrace which is 446.5 feet west of the centerline of South Main Street;

thence easterly along the centerline of Locke Terrace to a point 213.5 feet west of the centerline of South Main Street;

thence south parallel to the centerline of South Main Street to the centerline of Nason Street;

thence westerly along the centerline of Nason Street 81 feet;

thence southerly parallel to the centerline of South Main Street 233 feet;

thence westerly parallel to the centerline of Nason Street to the CVRY right-of-way;

thence northerly along the easterly boundary line of the CVRY right-of-way to the centerline of Nason Street;

thence easterly along the centerline of Nason Street 37 feet which is 397 feet west of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street 150 feet;

thence easterly parallel to the centerline of Nason Street 280 feet;

thence northerly parallel to the centerline of South Main Street to the point of beginning.

5. HDR – West Side – Lower Nason

Beginning at a point in the centerline of Nason Street at the west side of the CVRY right-of-way;

thence southerly along the CVRY right-of-way to the City's boundary line;

thence following the City boundary line west and north across Nason Street to where the City boundary line intersects the south side of the City of St. Albans Diversion Canal;

thence northeasterly following the south line of the Diversion Canal to the centerline of Stevens Brook;

thence easterly along the centerline of Stevens Brook to the CVRY right-of-way;

thence southerly along the CVRY right-of-way to the centerline of Nason Street and the point of beginning.

C. B1 – Central Business District

Beginning at a point located in the center of the Stowell and South Main Street intersection;

thence northerly along the centerline of South Main Street to the intersection of South Main and Ferris St;

thence easterly parallel to the centerline of Ferris Street 262.5 feet;

thence northerly parallel to the centerline of South Main Street 145 feet;

thence easterly parallel to the centerline of Ferris Street 83.5 feet to the centerline of Hospital Drive;

thence northerly along the centerline of Hospital Drive across Fairfield Street and along the centerline of Church Street to the center of the Church and Bank Street intersection;

thence westerly along the centerline of Bank Street a distance of 75 feet to the center of the Bank Street and Maiden Lane intersection;

thence in a northerly direction along the centerline of Maiden Lane to the center of the Maiden Lane and Congress Street intersection;

thence westerly along the centerline of Congress Street a distance of 68 feet to a point 218.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 243 feet;

thence easterly 188 feet to a point 233 feet west of the centerline of Messenger Street;

thence northerly parallel to the centerline of Messenger Street to a point located 120.5 feet south of the centerline of Brainerd Street and 233 feet west of the centerline of Messenger Street;

thence westerly parallel to the centerline of Brainerd Street 221 feet to a point 174.5 feet east of North Main Street;

thence northerly parallel to the centerline of North Main Street to the centerline of Brainerd Street;

thence westerly along the centerline of Brainerd Street across North Main Street 762 feet to the centerline of Federal Street;

thence southerly along the centerline of Federal Street to a point 100 feet south of Hoyt Street and 150 feet north of Hudson Street;

thence westerly a distance of 300 feet to the CVRY main track right-of-way which point is located 1200 feet north of Lake Street;

thence southerly along the CVRY right-of-way 227 feet;

thence westerly to the centerline of Pine Street 262.5 feet north of the center of the Pine and LaSalle Street intersection;

thence southerly along the centerline of Pine Street 679 feet to a point 168 feet north of the centerline of Lake Street;

thence westerly parallel to the centerline of Lake Street 190 feet;

thence southerly parallel to the centerline of Pine Street 53 feet;

thence westerly parallel to the centerline of Lake Street 117 feet to the centerline of Maple Street;

thence northerly along the centerline of Maple Street 368 feet to a point 146 feet south of the centerline of LaSalle Street;

thence westerly parallel to the centerline of LaSalle Street 94 feet;

thence northerly parallel to the centerline of Maple Street 146 feet to the centerline of LaSalle Street;

thence westerly along the centerline of LaSalle Street 133 feet to center of Stevens Brook;

thence southerly along the center of Stevens Brook to a point 194 feet north of the centerline of Lake Street;

thence westerly parallel to Lake Street 143 feet;

thence southerly 73 feet to a point 121 feet north of the centerline of Lake Street;

thence westerly parallel to Lake Street 367 feet to the centerline of North Elm Street;

thence southerly along the centerline of North Elm Street through the North Elm, South Elm and Lake Street intersection and continuing along the centerline of South Elm Street for a distance of 308 feet which is 165 feet south of the centerline of Lake Street;

thence easterly parallel to the centerline of Lake Street 145 feet;

thence northerly 34 feet to a point which is 131 feet south of the centerline of Lake Street;

thence easterly parallel to the centerline of Lake Street across Hunt Street to the center of Stevens Brook;

thence southerly along the center of Stevens Brook 50 feet to a point 181 feet south of the centerline of Lake Street;

thence easterly parallel to Lake Street 265 feet to the centerline of the Coote Field Business Park Access Road;

thence southerly along the centerline of the Coote Field Business Park Access Road 48 feet;

thence easterly parallel to the centerline of Lake Street through Houghton Street to the centerline of Stebbins Street;

thence easterly along the centerline of Stebbins Street to the center of the Stebbins and Allen Street intersection;

thence southerly along the centerline of Allen Street to the center of the Allen and Stowell Street intersection;

thence easterly along the centerline of Stowell Street to the point of beginning.

D. B2 – Transitional Business District

1. B2 – North

Beginning at a point located in the centerline of Brainerd Street 174.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 186.5 feet;

thence easterly parallel to the centerline of Brainerd Street 87 feet to a point 251.5 feet easterly of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street through Upper Newton Street to the centerline of Farrar Street;

thence easterly along the centerline of Farrar Street 31 feet to a point 282.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 174.5 feet;

thence westerly parallel to the centerline of Farrar Street 31 feet to a point 251.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street to a point 218 feet south of the centerline of Lakeview Terrace;

thence westerly parallel to the centerline of Lakeview Terrace 104 feet to a point 147.5 feet easterly of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 218 feet to the centerline of Lakeview Terrace;

thence easterly along the centerline of Lakeview Terrace 60 feet to a point 199.5 feet east of the centerline North Main Street;

thence northerly parallel to the centerline of North Main Street 265 feet;

thence easterly parallel to the centerline of Lakeview Terrace 150 feet to a point 349.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 190 feet to a point on the City boundary line located 400 feet from the City's northwest boundary marker located on the west side of Route 7;

thence westerly to the City's northwest boundary marker;

thence southerly along the City boundary line, to a point where the railroad tracks meet the City Boundary;

thence southerly along the line of the CVRY right-of-way to a point of the centerline of Lower Newton Street;

thence easterly along the centerline of Lower Newton Street to the center of the Federal and Lower Newton Street intersection;

thence southerly along the centerline of Federal Street to a point in the center of the Aldis and Federal Street intersection;

thence easterly across North Main Street and along the centerline of Brainerd Street to the point of beginning.

2. B2 – South

Beginning at a point on South Main Street at the City's marker located south of Parsons Avenue;

thence easterly along the south side of Parsons Avenue to a point 200 feet east of the centerline of South Main Street at the City boundary line;

thence northerly along the City boundary line to a point in the south line of the I-89 spur, which point is 379.5 feet east of the centerline of South Main Street;

thence northerly 766 feet to a point which is 306.5 feet east of the centerline of South Main Street;

thence westerly 158.5 feet to a point 148 feet east of the centerline of South Main Street and 310 feet south of the centerline of Gilman Avenue;

thence northerly parallel to the centerline of South Main Street across Gilman Avenue to a point 85 feet north of the centerline of Gilman Avenue;

thence easterly parallel to the centerline of Gilman Avenue 40 feet to a point 188 feet east of the centerline of South Main Street;

thence northerly to a point in the centerline of Diamond Street 157.5 feet east of the centerline of South Main Street;

thence westerly along the centerline of Diamond Street 24 feet to a point 134 feet east of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street 116 feet to a point 140.5 feet north of the centerline of Diamond Street;

thence easterly parallel to the centerline of Diamond Street 117 feet to a point 249.5 feet east of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street to a point in the centerline of Upper Welden Street which is 249.5 feet east of the centerline of South Main Street;

thence westerly along the centerline of Upper Welden Street 90 feet to a point 159.5 feet east of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street 74.5 to the center of Stevens Brook;

thence north and east along the center of Stevens Brook to a point 224.5 feet west of the centerline of Lincoln Avenue;

thence northerly parallel to Lincoln Avenue to a point 164.5 feet south of the centerline of Ferris Street;

thence westerly parallel to the centerline of Ferris Street 154 feet to a point 378.5 feet west of the centerline of Lincoln Avenue;

thence northerly parallel to Lincoln Avenue 164.5 feet to the centerline of Ferris Street;

thence easterly along the centerline of Ferris Street to a point 235.5 feet west of the center of the Ferris Street and Lincoln Avenue intersection;

thence northerly parallel to the centerline of Lincoln Avenue to a point 180.5 feet north of the centerline of Ferris Street;

thence westerly parallel to the centerline of Ferris Street to the centerline of Hospital Drive;

thence northerly along the centerline of Hospital Drive 130 feet;

thence westerly parallel to the centerline of Ferris Street 83 feet to a point 262.5 feet east of the centerline of South Main Street;

thence southerly parallel to the centerline of South Main Street 145 feet;

thence westerly parallel to centerline of Ferris Street 262.5 feet to the centerline of South Main Street;

thence southerly along the centerline of South Main Street to the center of the Stowell and South Main Street intersection;

thence westerly along the centerline of Stowell Street 240.5 feet;

thence southerly to the centerline of Lower Welden Street 185 west of the center of the Lower Welden and South Main Street intersection;

thence westerly along the centerline of Lower Welden Street to a point 280 feet east of the center of the Lemnah Drive and Lower Welden Street intersection;

thence southerly 296 feet to a point in the centerline of Stevens Brook;

thence easterly along the centerline of New Street to a point 224.5 feet west of the centerline of South Main Street;

thence southerly parallel to the centerline of South Main Street to a point 161 feet south of the centerline of Gilman Street and 224.5 feet west of the centerline of South Main Street;

thence westerly parallel to the centerline of South Main Street 246 feet to a point 157 feet south

of the centerline of Gilman Street;

thence southerly to a point in the centerline of Locke Terrace which is 446.5 feet west of the centerline of South Main Street;

thence easterly along the centerline of Locke Terrace to a point 239.5 feet west of the centerline of South Main Street;

thence south parallel to South Main Street 382 feet to the centerline of Nason Street;

thence westerly along the centerline of Nason Street 65 feet;

thence south parallel to the centerline of South Main Street 233 feet;

thence westerly parallel to the centerline of Nason Street to the CVRY right-of-way;

thence southerly along the easterly boundary of the CVRY right-of-way 270 feet to a point;
thence westerly parallel to the centerline of Nason Street to the City boundary line;

thence following the City boundary line in southerly and easterly directions to the place of beginning.

C. S-IND – Service Industrial District

1. S-IND – North

Beginning at a point in the centerline of Federal Street which point is 100 feet south of Hoyt Street and 150 feet north of Hudson Street;

thence westerly 300 feet to the CVRY main track right-of-way which point is located 1200 feet north of Lake Street;

thence southerly along the CVRY right-of-way 227 feet;

thence westerly to the centerline of Pine Street 262.5 feet north of the center of the Pine and LaSalle Street intersection;

thence northerly along the centerline of Pine Street to the center of the Pine and Pearl Street intersection;

thence following the CVRY boundary line north and west to the southeast corner of the Leo Gadouas property (ID# 22,062,075);

thence westerly along the south line of the Leo Gadouas property to a point in the centerline of North Elm Street;

thence northerly along the centerline of North Elm Street 215 feet to the CVRY right-of-way;

thence westerly along the CVRY right-of-way to a point 417 feet west of the centerline of North Elm Street;

thence southerly parallel to the centerline of North Elm Street to a point 224.5 feet north of the centerline of Pearl Street;

thence easterly parallel to the centerline of Pearl Street to the City boundary line;

thence following the City boundary line in northerly and easterly directions to a point on the north line of the CVRY right-of-way which is 155 feet south of the centerline of Aldis Street;

thence easterly and southerly along the CVRY boundary line across the end of Savage Street and across North Elm Street to the center of Stevens Brook;

thence northerly along the center of Stevens Brook to the centerline of Aldis Street;

thence westerly along the centerline of Aldis Street to the center of the Aldis and North Elm Street intersection;

thence northerly along the centerline of North Elm Street 233 feet;

thence easterly parallel to the centerline of Aldis Street 183 feet;

thence northerly parallel to the centerline of North Elm Street 480 feet;

thence turning at a right angle and proceeding easterly to the center of Stevens Brook;

thence northerly along the center of Stevens Brook across Lower Newton Street to the City boundary line;

thence following the City boundary line east to where the City boundary line intersects the centerline of the CVRY right-of-way;

thence southerly along the CVRY right-of-way to point in the centerline of Lower Newton Street;

thence easterly along the centerline of Lower Newton Street to the center of the Federal and Lower Newton Street intersection;

thence southerly along the centerline of Federal Street to the point of beginning.

2. S-IND – South

Beginning at a point in the centerline of Stebbins Street 229 feet south of the Lake and Stebbins Street intersection;

thence southerly along the centerline of Stebbins Street to the center of the Stebbins and Allen Street intersection;

thence southerly along the centerline of Allen Street to the center of the Allen and Lower Welden Street intersection;

thence easterly along the centerline of Lower Welden Street 280 feet;

thence southerly 296 feet to the center of Stevens Brook;

thence southerly along the center of Stevens Brook to where it intersects with Grice Brook;

thence southerly to a point 446.5 feet west of the centerline of South Main Street and 150 feet north of the centerline of Nason Street;

thence westerly parallel to the centerline of Nason Street 280 feet;

thence southerly parallel to the centerline of South Main Street 150 feet to the centerline of Nason Street;

thence westerly along the centerline of Nason Street 37 feet to the CVRY right-of-way;

thence southerly along the CVRY right-of-way 503 feet;

thence westerly parallel to the centerline of Nason Street to the City boundary line;

thence northerly along the west boundary of the CVRY right-of-way across Nason Street to the centerline of Stevens Brook;

thence westerly along the centerline of Stevens Brook to the south line of the City of St. Albans Diversion Canal to the City boundary line;

thence northerly along the City boundary line 340 feet;

thence northeasterly 559 to a point which is 778 feet east of the centerline of Edward Street;

thence northerly 679 feet to the centerline of Lower Welden Street at the center of Stevens Brook;

thence continuing northerly along the center of Stevens Brook to a point 181 feet south of the centerline of Lake Street;

thence easterly parallel to Lake Street 265 feet to the centerline of the Coote Field Business Park Access Road;

thence southerly along the centerline of the Cote Field Business Park Access Road 48 feet;

thence easterly parallel to the centerline of Lake Street across Houghton Street to the centerline of Market Street and the point of beginning.

Section 1003 Map of the Design Review Districts

See Attachment 2

Section 1004 Design Review Districts Described

A. DR1 – Traditional Downtown

Beginning at a point in the center of the Messenger and Congress Street intersection;

thence westerly along the centerline of Congress to the center of the Congress and North Main Street intersection;

thence northerly along the centerline of North Main Street to the center of the Hoyt and North Main Street intersection;

thence westerly along the centerline of Hoyt Street 149.5 feet;

thence southerly parallel to the centerline of North Main Street 138.5 feet;

thence westerly parallel to the centerline of Hoyt Street 84 feet;

thence southerly parallel to the centerline of North Main Street 70 feet;

thence easterly parallel to the centerline of Hoyt Street 52 feet;

thence southerly parallel to the centerline of North Main Street to the centerline of Hudson Street;

thence westerly along the centerline of Hudson Street 78 feet;

thence southerly parallel to the centerline of North Main Street 138.5 feet;

thence easterly parallel to the centerline of Hudson Street 56 feet;

thence southerly parallel to the centerline of North Main Street to the centerline of Center Street;

thence westerly along the centerline of Center Street to the Federal and Center Street intersection;

thence southerly along the centerline of Federal Street to the Federal and Lake Street intersection;

thence southerly across Lake Street and along the centerline of Catherine Street 164 feet;

thence easterly parallel to the centerline of Lake Street 130 feet;

thence southerly parallel to the centerline of Catherine Street to a point 123 feet north of the centerline of Stebbins Street;

thence easterly parallel to the centerline of Stebbins Street to the centerline of South Main Street 246 feet south of the South Main and Fairfield Street intersection;

thence continuing easterly parallel to the centerline of Fairfield Street 265.5 feet;

thence northerly parallel to the centerline of North Main Street 34 feet;

thence easterly parallel to the centerline of Fairfield Street 83.5 feet to the centerline of Hospital Drive;

thence northerly along the centerline of Hospital Drive to the center of the Hospital Drive and Fairfield Street intersection;

thence easterly along the centerline of Fairfield Street to the center of the Fairfield and Lincoln Avenue intersection;

thence northerly along the centerline of Lincoln Avenue 228 feet;

thence westerly 119.5 feet to a point 109.5 feet south of the centerline of Bishop Street;

thence northerly parallel to the centerline of Lincoln Avenue to the centerline of Bishop Street;

thence westerly along the centerline of Bishop Street to a point 230 feet east of the center of the Bishop and Church Street intersection;

thence northerly parallel to the centerline of Church Street 175.5 feet;

thence easterly parallel to the centerline of Bishop Street to the centerline of Lincoln Avenue;

thence northerly along the centerline of Lincoln Avenue 93 feet;

thence westerly parallel to the centerline of Bishop Street 200 feet;

thence northerly parallel to the centerline of Lincoln Avenue 100 feet;

thence easterly parallel to the centerline of Bishop Street 24 feet;

thence northerly parallel to the centerline of Lincoln Avenue 50 feet;

thence easterly parallel to the centerline of Bishop Street 24 feet;

thence northerly parallel to the centerline of Lincoln Avenue 47 feet;

thence westerly parallel to the centerline of Bishop Street 65 feet;

thence northerly parallel to Lincoln Avenue to the centerline of Bank Street;

thence easterly along the centerline of Bank Street to a point 179.5 feet west of the center of the Lincoln Avenue and Bank Street intersection;

thence northerly parallel to Lincoln Avenue to the center of the Congress and Messenger Street intersection and the point of beginning.

B. DR2 – Downtown Expansion

Beginning at a point in the center of the Congress and Messenger Street intersection;

thence northerly along the centerline of Messenger Street to a point 124.5 south of the center of the Messenger and Brainerd Street intersection;

thence westerly parallel to the centerline of Brainerd Street 142 feet;

thence northerly parallel to the centerline of Messenger Street 12 feet;

thence westerly parallel to the centerline of Brainerd Street 314 feet;

thence southerly parallel to the centerline of North Main Street 38 feet;

thence westerly to the centerline of North Main Street;

thence northerly along the centerline of North Main Street to the center of the North Main and Brainerd Street intersection;

thence westerly 587.5 feet to the centerline of Federal Street;

thence southerly along the centerline of Federal Street to the center of the Hoyt and Federal Street intersection;

thence westerly 228.5 along the centerline of Lower Hoyt Street to the east boundary of the CVRY property;

thence southerly parallel to Federal Street 327 feet;

thence westerly to the centerline of Pine Street 262.5 feet north of the center of the Pine and LaSalle Street intersection;

thence southerly along the centerline of Pine Street 679 feet to a point 168 feet north of the centerline of Lake Street;

thence westerly parallel to the centerline of Lake Street 190 feet;

thence southerly parallel to the centerline of Pine Street 53 feet;

thence westerly parallel to the centerline of Lake Street 117 feet to the centerline of Maple Street;

thence northerly along the centerline of Maple Street 368 feet to a point 130 feet south of the centerline of LaSalle Street;

thence westerly parallel to the centerline of LaSalle Street 94 feet;

thence northerly parallel to the centerline of Maple Street 130 to the centerline of LaSalle Street;

thence westerly along the centerline of LaSalle Street 133 feet to center of Stevens Brook;

thence southerly along the center of Stevens Brook to a point 194 feet north of the centerline of Lake Street;

thence westerly parallel to Lake Street 143 feet;

thence southerly a distance of 73 feet to a point 121 feet north of the centerline of Lake Street;

thence westerly parallel to Lake Street 367 feet to the centerline of North Elm Street;

thence northerly along the centerline of North Elm Street 170 feet;

thence westerly parallel to Lake Street 365 feet;

thence southerly to the centerline of Lake Street;

thence easterly along the centerline of Lake Street to the intersection of Lake Street and South Elm Street;

thence southerly along the centerline South Elm Street for a distance of 308 feet which is 165 feet south of the centerline of Lake Street;

thence easterly parallel to the centerline of Lake Street 145 feet;

thence northerly 34 feet to a point which is 131 feet south of the centerline of Lake Street;

thence easterly parallel to the centerline of Lake Street across Hunt Street to the center of

Stevens Brook;

thence southerly along the center of Stevens Brook 50 feet to a point 181 feet south of the centerline of Lake Street;

thence easterly parallel to Lake Street 264 feet;

thence southerly parallel to Houghton Street 54;

thence easterly 158 feet;

thence easterly to a point 400 feet from the intersection of Houghton Street and Lake Street;

thence southerly along the centerline of Houghton Street to the intersection of Houghton Street and Lower Welden Street;

thence easterly along the centerline of Lower Welden Street to the intersection of Lower Welden Street and the CVRY right-of-way;

thence northerly along the centerline of the CVRY right-of-way to a point 275 feet from the centerline of Lake Street;

thence easterly to the centerline of Stebbins Street;

thence southerly along the centerline of Stebbins Street to a point located in the center of Stebbins Street and Allen Street intersection;

thence southerly along the centerline of Allen Street to a point located in the center of Allen Street and Stowell Street intersection;

thence easterly along the centerline of Stowell Street to a point 133.5 feet west to South Main Street;

thence northerly parallel to the centerline of South Main Street 125 feet;

thence easterly parallel to the centerline of Stowell Street to the centerline of South Main Street;

thence southerly along the centerline of South Main Street to a point 209.5 feet north of the South Main and Upper Welden Street intersection;

thence easterly parallel to the centerline of Upper Welden Street 162 feet;

thence southerly to the centerline of Stevens Brook;

thence following the centerline of Stevens Brook to a point 164 feet from the centerline of Lincoln Avenue;

thence northerly to a point 240 feet from the centerline of Lincoln Avenue;

thence westerly parallel to the centerline of Ferris Street 135 feet;

thence northerly parallel to Lincoln Avenue to the centerline of Ferris Street;

thence easterly along the centerline of Ferris Street to a point 235.5 feet west of the center of the Ferris Street and Lincoln Avenue intersection;

thence northerly parallel to the centerline of Lincoln Avenue to a point 180.5 feet north of the centerline of Ferris Street;

thence westerly parallel to the centerline of Ferris Street to the centerline of Hospital Drive;

thence northerly along the centerline of Hospital Drive 130 feet;

thence westerly parallel to the centerline of Ferris Street 83 feet to a point 262.5 feet east of the centerline of South Main Street;

thence southerly parallel to the centerline of South Main Street 34 feet;

thence westerly across South Main Street to a point 123 north of the centerline of Stebbins Street and 116.5 east of the centerline of Catherine Street;

thence northerly to a point 167 feet south of the centerline of Lake Street and 130 feet east of the centerline of Catherine Street;

thence westerly parallel to the centerline of Lake Street to the centerline of Catherine Street;

thence northerly along the centerline of Catherine Street across Lake Street and along the centerline of Federal Street to the center of the Federal and Center Street intersection;

thence easterly along the centerline of Center Street to a point 208.5 feet west of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 183 feet;

thence westerly parallel to the centerline of Center Street 56 feet;

thence northerly parallel to centerline of North Main Street 138.5 feet to the centerline of Hudson Street;

thence easterly along the centerline Hudson Street 78 feet;

thence northerly parallel to the centerline of North Main Street 46.5 feet;

thence westerly parallel to the centerline of Hudson Street 52 feet;

thence northerly parallel to the centerline of North Main Street 70 feet;

thence easterly parallel to the centerline of Hudson Street 84 feet;

thence northerly parallel to the centerline of North Main Street 138.5 feet to the centerline of Hoyt Street;

thence easterly along the centerline of Hoyt Street to the center of the Hoyt and North Main Street intersection;

thence southerly along the centerline of North Main Street to the center of the North Main and Congress Street intersection;

thence easterly along the centerline of Congress Street to the point of beginning.

C. DR3 – Residential

1. DR 3 – North

Beginning at a point located in the centerline of Brainerd Street 174.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 186.5 feet;

thence easterly parallel to the centerline of Brainerd Street 87 feet to a point 251.5 feet easterly of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street through Upper Newton Street to the centerline of Farrar Street;

thence easterly along the centerline of Farrar Street 31 feet which point is 282.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 174.5 feet;

thence westerly parallel to the centerline of Farrar Street 31 feet to a point 251.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street to a point 218 feet south of the centerline of Lakeview Terrace;

thence westerly parallel to the centerline of Lakeview Terrace to the centerline of North Main Street;

thence southerly along the centerline of North Main Street 605 feet;

thence turning at a right angle and going westerly 204.5 feet;

thence southerly to the centerline of Lower Newton Street which point is 332 feet west of the center of the Lower Newton and North Main Street intersection;

thence westerly along the centerline of Lower Newton Street to the center of the Federal and Lower Newton Street intersection;

thence southerly along the centerline of Federal Street to the center of the Aldis and Federal Street intersection;

thence easterly across North Main Street and along the centerline of Brainerd Street to the point of beginning.

2. DR3 – South – Stowell

Beginning at a point in the centerline of South Main Street 125 feet north of the center of the South Main and Stowell Street intersection;

thence southerly along the centerline of South Main Street to a point 209.5 feet north of the South Main and Upper Welden Street intersection;

thence easterly parallel to the centerline of Upper Welden Street to a point 159.5 feet east of the centerline of South Main Street;

thence southerly parallel to the centerline of South Main Street to a point in the centerline of Upper Welden Street;

thence easterly along the centerline of Upper Welden Street 90 feet;

thence southerly parallel to the centerline of South Main Street to a point 249.5 feet east of the centerline of South Main Street and 140.5 feet north of the centerline of Diamond Street;

thence westerly parallel to the centerline of Diamond Street 117 feet;

thence southerly feet parallel to the centerline of South Main Street to the centerline of Diamond Street;

thence easterly along the centerline of Diamond Street 24 feet;

thence southerly parallel to the centerline of South Main Street to the centerline of Gilman Avenue 157.5 feet from the centerline of South Main Street;

thence westerly along the centerline of Gilman Avenue across South Main Street to a point 224.5 feet west of the centerline of South Main Street;

thence northerly parallel to the centerline of South Main Street across Gilman Street and New Street to the centerline of Lower Welden Street 190 feet west of the center of the Lower Welden and South Main Street intersection;

thence continuing northerly to a point in the centerline of Stowell Street 240.5 feet west of the center of the Stowell and South Main Street intersection;

thence easterly along the centerline of Stowell Street to a point 133.5 feet west of the center of the Stowell and South Main Street intersection;

thence northerly parallel to the centerline of South Main Street 125 feet;

thence easterly parallel to the centerline of Stowell Street to the point of beginning.

3. DR3 – South - Freeborn

Beginning at a point on South Main Street at the City's boundary marker located south of Parsons Avenue;

thence easterly along the south side of Parsons Avenue to a point 200 feet east of the centerline of South Main Street at the City boundary line;

thence northerly along the City boundary line to a point 293.5 feet north of the centerline of Freeborn Street;

thence westerly 37 feet;

thence northerly parallel to the centerline of South Main Street 65 feet;

thence westerly parallel to the centerline of Freeborn feet to the centerline of South Main Street;

thence northerly along the centerline of South Main Street 117 feet;

thence westerly along the north boundary of the so-called Botting property (ID #26,079,214) to the City boundary line;

thence following the City boundary line in southerly and easterly directions to the place of beginning.

D. DR4 –Gateway – North

1. DR4 – North

Beginning at a point in the centerline of North Main Street 218 feet south of the center of the North Main Street and Lakeview Terrace intersection;

thence easterly parallel to the centerline of Lakeview Terrace 147.5 feet;

thence northerly parallel to the centerline of North Main Street 218 feet to the centerline of Lakeview Terrace;

thence easterly along the centerline of Lakeview Terrace a distance of 60 feet to a point 199.5 feet east of the centerline North Main Street;

thence northerly parallel to the centerline of North Main Street a distance of 265 feet;

thence easterly parallel to the centerline of Lakeview Terrace a distance of 150 feet to a point 349.5 feet east of the centerline of North Main Street;

thence northerly parallel to the centerline of North Main Street 190 feet to a point on the City boundary line located 400 feet from the City's northwest boundary marker located on the west side of Route 7;

thence westerly to the City's northwest boundary marker;

thence southerly along City boundary line which is the west side of North Main Street to a point 250 feet south of Lakeview Terrace and 1029 feet north of Farrar Street;

thence westerly along the City boundary line 250 feet to the CVRY right-of-way;

thence southerly along the City boundary line 393 feet;

thence easterly to the centerline of North Main Street;

thence northerly along the centerline of North Main Street to the point of beginning.

2. DR4 – South

Beginning at a point in the center of the South Main Street and Gilman Avenue intersection;

thence westerly parallel to the centerline of Gilman Street 470.5 feet to a point 157 feet south of the centerline of Gilman Street;

thence southerly to a point in the centerline of Locke Terrace which is 446.5 feet west of the centerline of South Main Street;

thence easterly along the centerline of Locke Terrace to a point 239.5 feet west of the centerline of South Main Street;

thence southerly parallel to South Main Street 382 feet to the centerline of Nason Street;

thence westerly along the centerline of Nason Street 65 feet;

thence southerly parallel to the centerline of South Main Street 233 feet;

thence westerly parallel to the centerline of Nason Street to the CVRY right-of-way;

thence southerly along the east boundary of the CVRY right-of-way 270 feet;

thence westerly parallel to the centerline of Nason Street to the City boundary line;

thence following the City boundary line in southerly and easterly directions to the north boundary of the so-called Botting property (ID #26,079,214);

thence easterly along the north boundary line of the so-called Botting property to the centerline of South Main Street;

thence southerly along the centerline of South Main Street 117 feet;

thence easterly parallel to Freeborn Street 212.5 feet;

thence southerly parallel to the centerline of South Main Street 65 feet;

thence easterly 37 feet to the City Boundary line;

thence easterly and northerly along the City boundary line to a point in the south line of the I-89 spur, which point is 379.5 feet east of the centerline of South Main Street;

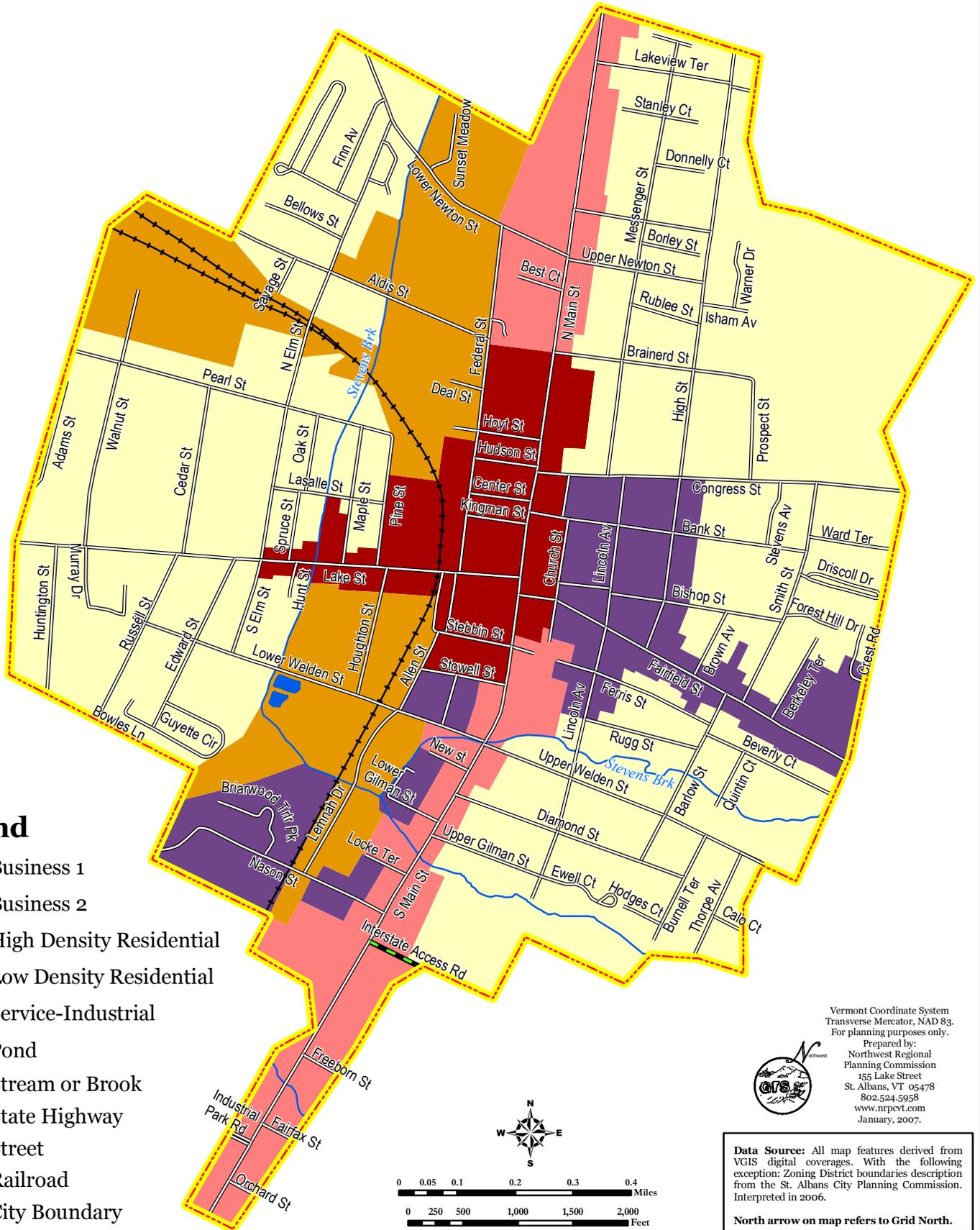
thence northerly 766 feet to a point which is 306.5 feet east of the centerline of South Main Street;

thence westerly 158.5 feet to a point 148 feet east of the centerline of South Main Street and 310 feet south of the centerline of Gilman Avenue;

thence northerly parallel to the centerline of South Main Street to the centerline of Gilman Avenue;

thence westerly along the centerline of Gilman Avenue to the point of beginning. **END**

ST ALBANS CITY Zoning Map



Legend

- Business 1
- Business 2
- High Density Residential
- Low Density Residential
- Service-Industrial
- Pond
- Stream or Brook
- State Highway
- Street
- Railroad
- City Boundary

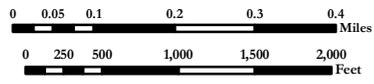
Vermont Coordinate System
Transverse Mercator, NAD 83.
For planning purposes only.

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January, 2007.



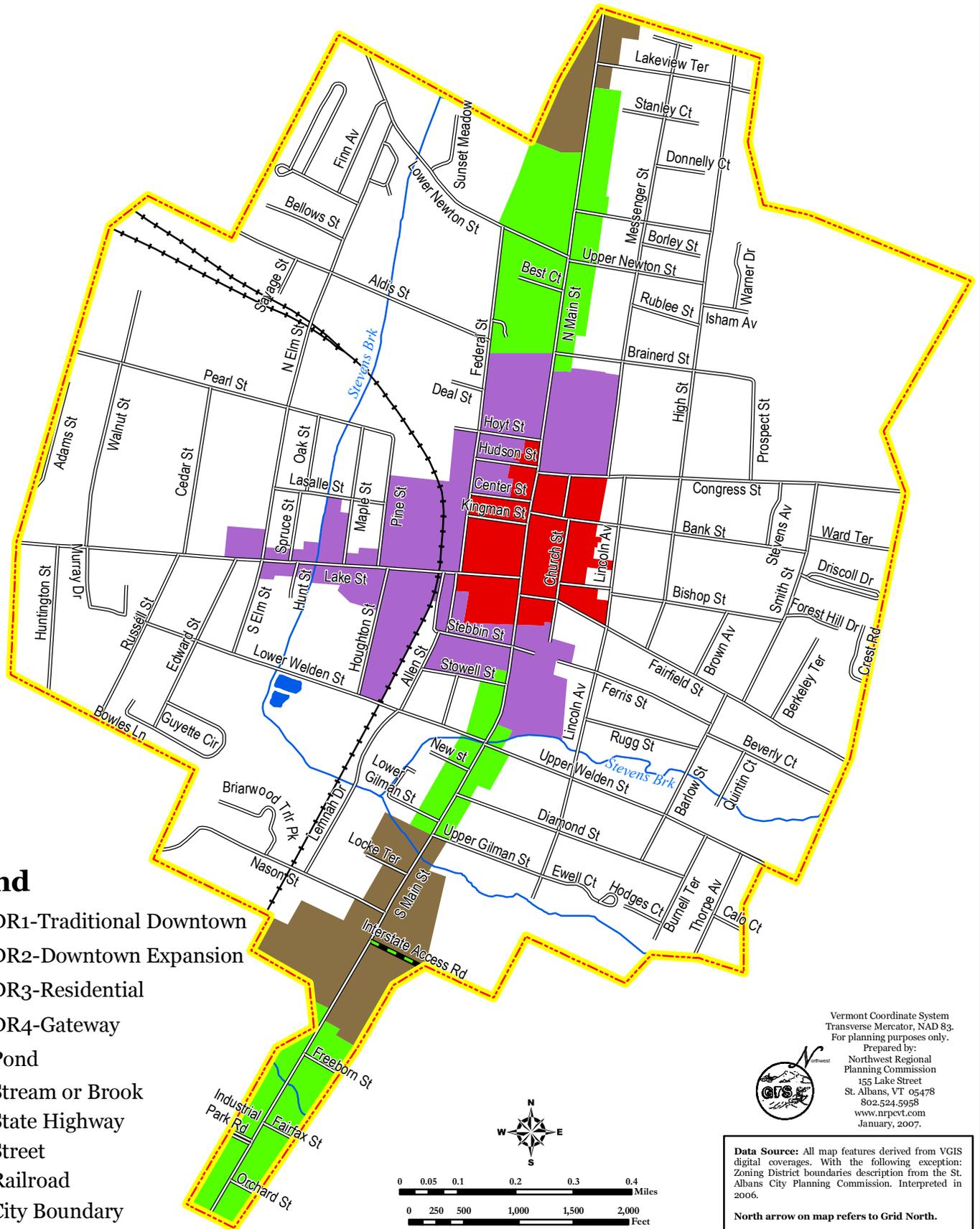
Data Source: All map features derived from VGIS digital coverages. With the following exception: Zoning District boundaries description from the St. Albans City Planning Commission. Interpreted in 2006.

North arrow on map refers to Grid North.



ST ALBANS CITY

Design Review Districts



Legend

- DR1-Traditional Downtown
- DR2-Downtown Expansion
- DR3-Residential
- DR4-Gateway
- Pond
- Stream or Brook
- State Highway
- Street
- Railroad
- City Boundary

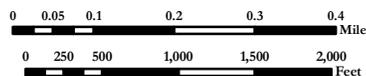
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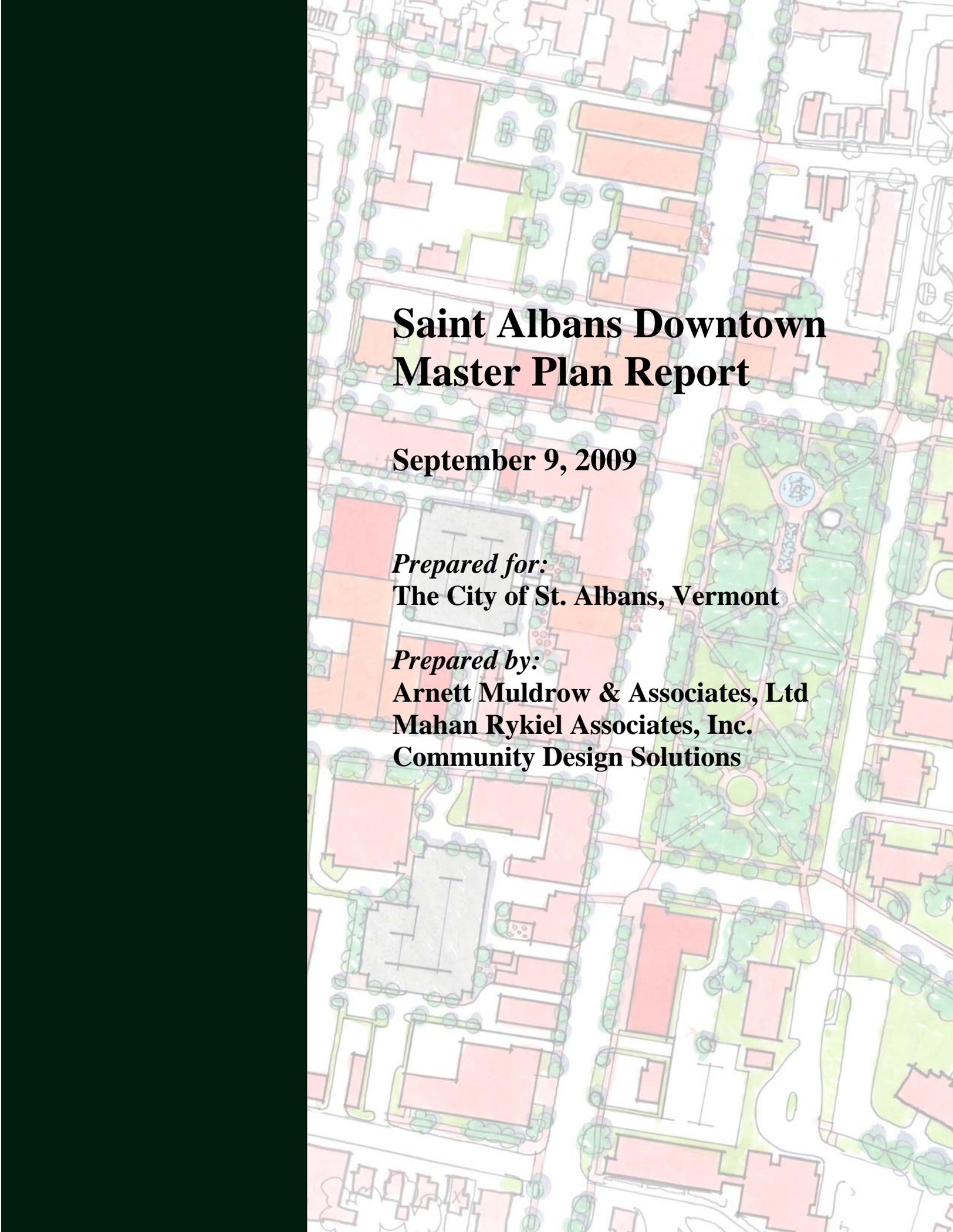
North arrow on map refers to Grid North.



SUPPLEMENT 3

Saint Albans 2009 Downtown Master Plan





Saint Albans Downtown Master Plan Report

September 9, 2009

Prepared for:
The City of St. Albans, Vermont

Prepared by:
**Arnett Muldrow & Associates, Ltd
Mahan Rykiel Associates, Inc.
Community Design Solutions**

Saint Albans Downtown Master Plan Report

September 9, 2009

Prepared for:

The City of St. Albans, Vermont
100 North Main Street
St. Albans, Vermont 05478

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1.0 Introduction and Assessment

1.1 Background

In February of 2006 the City of St. Albans and St. Albans for the Future (SAFF) completed a Market Analysis and Marketing Plan that involved five key strategies for the ongoing revitalization of downtown. These strategies included a marketing plan, a master development plan, embracing the Creative Economy, improvements to Taylor Park, and SAFF's role as the catalyst organization for these improvements.

Since the completion of the Market Analysis and Marketing Plan, SAFF, the City of St. Albans, and other public and private stakeholders have done much to implement the recommendations of the study including major improvements to Taylor Park, new events and activities designed to draw people downtown, ongoing business support and promotion, and applications for funding for major projects in the community.

One of the major themes and recommendations of the Marketing Study was for St. Albans to complete a Master Plan for downtown. The study indicated that a Master Plan could serve as a roadmap for the public and private investments that could take place in St. Albans over the coming years.

In early 2009, having secured funding for much of the Master Plan through the Vermont Department of Housing and Community Development's Municipal Planning Grant program, St. Albans hired Arnett Muldrow & Associates, Ltd. of Greenville, South Carolina alongside Mahan Rykiel Associates, Ltd. of Baltimore, MD and Community Design Solutions of Columbia, SC to develop this plan.

1.2 Project Approach

Unlike traditional approaches to a master plan process where a consultant looks at the "big picture" first and then zooms into specific recommendations (sometimes without the participation of property owners in the community) the St. Albans Master Plan effort took an alternate approach by beginning with a property owners meeting attended by over fifty business and property owners from downtown. Each property owner was given the chance to have a one-on-one consultation with the master plan team of professionals.

The plan was then built from the "ground up" from these consultations. The extensive private sector interest in improvements and redevelopment opportunities helped guide the public sector improvements that will occur over the expected fifteen-year life of this plan.

1.3 Acknowledgements

This plan was the collaborative effort of many people. Special thanks goes to Karen Bresnahan, the executive director of SAFF who coordinated all of the public input meetings, the individual meetings with private property owners, and served as our "guide" through the process. Thanks also to Jane Kiser and Dominic Cloud and the rest of the staff at the City of St. Albans for their

valuable help and insight during the project. Jeffrey A. Bean, Mapmaker Photogrammetric Services of St. Albans provided us important detailed mapping data for St. Albans that became the “base” for all of the master plan drawings. The S.E. Group of Burlington was also a key contributor of information and ideas for the “Core Block” in downtown. Finally and most importantly, thanks goes to the property owners, business owners, and interested citizens of St. Albans that contributed their time, ideas, and insights into the master plan. This is your plan for the future of downtown.

1.4 Physical Assessment

The paragraphs below and the Summary Analysis diagram that follows highlight some of the key physical issues that have influenced the Master Development Plan in this report.

1.4.1 Road Network

St. Albans benefits from a clear roadway network providing direct access to the downtown area from Interstate 89 via the Interstate Access Road to Main Street. Plans are currently underway to extend the Interstate Access Road directly into Federal Street and enhance Federal Street to create a more direct connection and minimize truck traffic on Main Street. Alternative approaches to this new corridor are described in the Federal Street Corridor Study – 2005 Update, prepared by Resource Systems Group, Inc. and Cross Consulting Engineers.

The downtown core of St. Albans is defined by a modified grid network where intersecting streets often do not align. While this poses some circulation and traffic challenges, it also presents some interesting urban design benefits where vistas are terminated by views of significant architecture or open spaces, reinforcing a strong “sense-of-place”. The core itself is defined by Hudson Street to the north, Stebbins Street to the south, Federal Street to the west and the eastern boundary more or less defined by Church Street and Main Street. The historic downtown boundary roughly falls within this core area. The actual downtown boundary extends further to the north and south along Main Street and further to the West along Lake Street.

If streets were to be ranked within the core area, Main Street is clearly the most prominent street with Federal and Lake Streets following. While only one block in length, Kingman Street is also significant as it completes the “Core Block” which is defined by Main, Lake and Federal Streets. In addition, Kingman Street has an outstanding architectural quality with several prominent buildings and terminates to the east with a prominent view of Taylor Park. The western terminus at Federal Street is less significant. If an additional rail crossing is permitted, consideration should be given to extending Kingman Street to the west to create more circulation options between the west and east sides of the railroad. While not more prominent than Lake Street, Kingman should be considered for streetscape enhancements before Lake Street because enhancements here would make a more significant impact visually and in terms of function for the downtown. It is a short street that could be closed off for events without impacting downtown circulation. In addition, there is an opportunity to widen the sidewalk areas by converting the angled parking to parallel parking, provided that lost parking can be made up in a new parking public resource.

INSERT ASSESSMENT DIAGRAM HERE

1.4.2 Open Space

St. Albans has quite a few parks and open spaces throughout the city limits; however, the centerpiece is Taylor Park, which serves as the front lawn for the downtown business district as well as the historic churches along Church Street. Recent efforts have focused on cleaning up the park and making it more appealing to the community and visitors. Many stakeholders speak positively of improvements such as the limbing up of trees and the new permeable sidewalk. The tree pruning alone has opened up views and increased the sense of security for park users. Nevertheless, the park does not appear to be used as heavily as it could. As the downtown business district continues to be revitalized, additional efforts should be made to draw more activity into the park, maximizing its potential as a downtown attraction.

1.4.3 Redevelopment Opportunities

Within the well-defined core of the downtown, there are several opportunities for new infill development and redevelopment of existing structures to capitalize on the downtown location as well as the close proximity to the proposed multi-modal center along Federal Street, between Lake and Kingman Streets. In addition, there are also several opportunities to create shared parking resources that would not only support existing development but new mixed-use development as well. The most significant opportunities are within the Core Block, bounded by Main, Federal, Lake and Kingman Streets. These include the Downtown Core Site, as described in the City of St. Albans Preliminary Growth Center Application (PGCA), dated February 27, 2009 as well as several privately owned and publicly owned vacant properties. Additional opportunities exist in the block north of the Core Block (public and private surface parking areas) and the block to the south (public and private surface parking areas). These blocks not only include new infill development potential but also a significant number of private property owners and business owners who have a desire to improve their existing buildings. Another important site, diagonally adjacent to the Core Block and an important anchor to Taylor Park is the Handy's Toyota property which is also described in the PGCA. While the owner of this property may not wish to redevelop at this time, it is important to plan accordingly for this site so that when the time does come for redevelopment, it can be done in a manner appropriate to this important location.

Beyond the downtown core, there are several opportunities for redevelopment including 101 Lake Street, Handy's Lake Street, INS, J.C. Penney Plaza, Agway, Fonda, Stebbins Street Property and Federal Street Property. All of these are described in the PGCA.

1.4.4 Assessment Conclusions

The following conclusions are based on stakeholder input as well as the physical assessment outlined above. These conclusions will serve as the overall framework for the specific recommendations outlined in the next section of this report.

- **Build Upon Assets:** Downtown St. Albans contains a wealth of assets including Taylor Park, Kingman Street, Main Street, a compact core, impressive architecture, a multitude of redevelopment opportunities and a proposed multi-modal center. As downtown continues to

revitalize, it will be important to leverage these assets for additional investment in downtown and to enhance the assets themselves. Focusing on existing assets and those things that distinguish St. Albans from other communities will result in a more “genuine” downtown.

- ***Focus on the Core:*** While there are assets located throughout the City of St. Albans, it will be important to focus attention on “completing” the core area, creating a critical mass of investment in a fairly compact area. This in turn will maximize the visual impact of revitalization and set a positive tone for investment in other areas of downtown.
- ***Work Incrementally:*** Downtown revitalization is an on-going process that doesn’t happen overnight. While maintaining the big picture vision, revitalization can happen incrementally in mostly small but, occasionally, large steps. Relatively simple, yet highly visible, changes often make the most impact and are important for keeping enthusiasm and the revitalization effort alive.

1.4.5 Master Development Plan Exhibit

All of the recommendations in chapters three, four, and five of the report are coded to the Master Development Plan map on the following page. This map should be used as a reference point for all recommendations in the following three chapters.

INSERT MASTER DEVELOPMENT PLAN EXHIBIT HERE

2.0 Development, Redevelopment, and Parking

2.1 Development and Redevelopment Opportunities

While there are many development and redevelopment opportunities throughout St. Albans as identified and described in the City of St. Albans Preliminary Growth Center Application, dated February 27, 2009, some of the most significant opportunities are in the three primary downtown blocks bounded by Hudson Street to the North and Stebbins Street to the South. These opportunities are in the form of new construction (infill) on vacant lots and renovation of existing buildings. Regardless of the location, it is particularly important to seize the opportunity to reinforce the strong urban form of Downtown St. Albans and avoid suburban-style development patterns that have occurred in the past. New development should be sensitive to the historic context, locate buildings to the street edge with parking located behind and provide active uses and articulated facades along the streets. Following are specific recommendations for each area included in the Master Development Plan:

2.1.1 Downtown Core Block (Growth Center Application Site #1)

This site represents the center of St. Albans and is bounded by Main, Kingman, Lake and Federal Streets. The vision for the Downtown Core Block is to reinforce these four block faces with infill development/redevelopment and revitalization of existing properties while creating a significant structured parking resource internal to the site. This parking will support the adjacent development (including replacement of lost surface spaces) and will also serve as a public parking resource. Specific details of the development of the block include:

- ***Internal Circulation System:*** Ideally, an internal street will provide circulation around the perimeter of the parking resource allowing access to the rear of buildings as well as to the parking resource itself. Vehicular connections will link this street to Kingman, Federal and Lake Streets. The existing covered walkway will continue to serve as the pedestrian link to Main Street. The streets that comprise this internal circulation system should be designed as pedestrian-friendly urban streets with sidewalks (on the building side) street trees, ornamental lighting (free-standing or building mounted), outdoor dining areas and other sidewalk amenities where feasible. The intent is to create a dynamic pedestrian environment conducive to outdoor cafes/merchandise display areas in the rear of the buildings, which would take advantage of southern and western solar exposure. Careful attention to the aesthetics of this street system—particularly lighting—and generating active uses such as outdoor dining is important in creating an atmosphere where pedestrians feel safe getting to and from the parking resource.
- ***Parking Resource (Core Lot - #1B):*** The plan illustrates a 3-4 level parking structure that would include 300-400 parking spaces; this represents a net gain of approximately 200-300 spaces when considering the 103 spaces that exist in the lot today. The parking structure will take advantage of the existing elevation change so that the lower level of the structure will be at grade with Federal Street while the second level would be closer to the grade of the buildings along Main Street. There exists the potential to provide connection from upper floors of the structure directly to some of the upper floors of adjacent buildings. The design

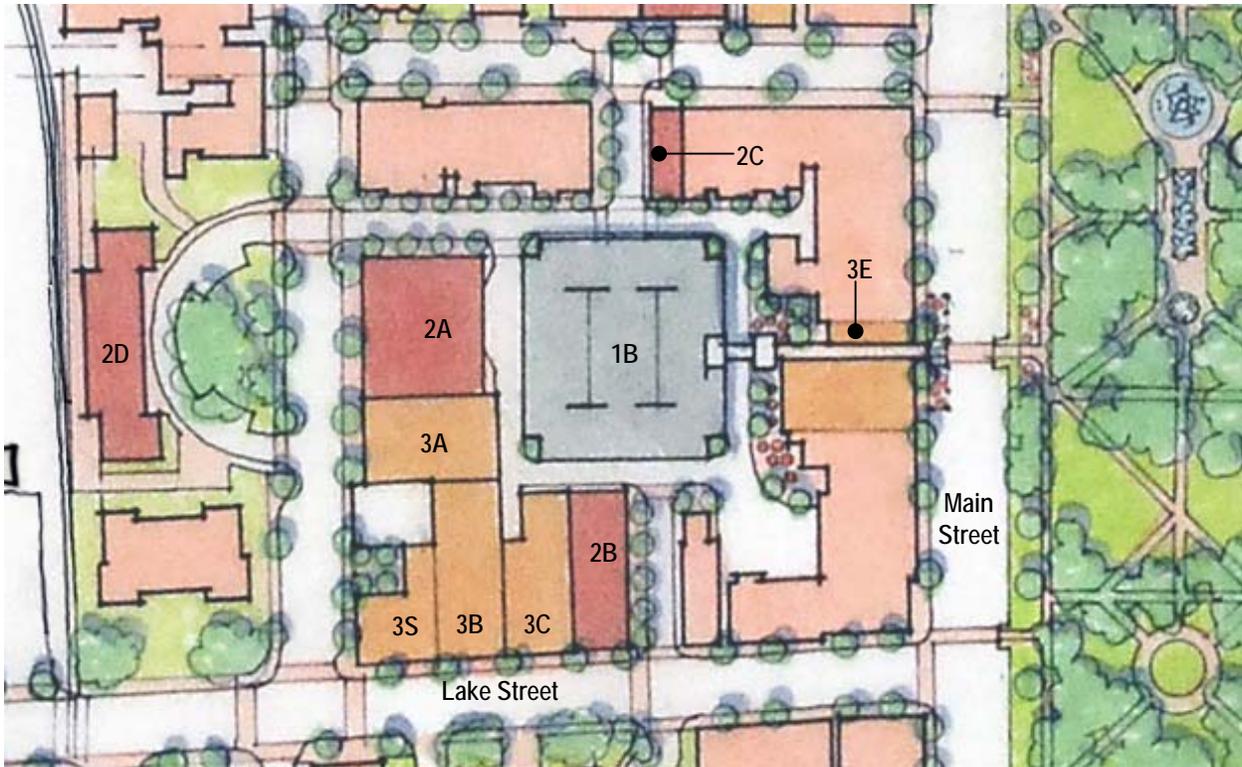
of the lower levels of the structure should make a positive contribution to the aesthetics of the pedestrian environment and could provide surfaces for public art (particularly those surfaces visible to the surrounding streets) and wall-mounted light fixtures. Because the structure is completely internal to the site, architectural treatments can be fairly modest.

- ***Alternative Parking Structure Designs (#1B):*** While the concept illustrated and described above depicts the maximum amount of development potential (and active uses) along the perimeter of this block, alternative design approaches should also be explored for the parking structure. For example, a larger (and possibly more efficient) footprint could extend either to Federal Street (in place of some or all of the infill/redevelopment shown in #2A and #3A) or to Lake Street (in place of the infill/redevelopment shown in #2B and #3C). If either of these approaches is explored, careful design attention should be given to parking structure facades exposed to either Federal or Lake Street, as shown in the photographic examples on the following page. It should be noted that with this approach, the internal circulation system of the block could only be accommodated on three sides of the structure.
- ***Kingman Street Infill Development (26 Kingman Street, #2C):*** The existing privately-owned surface parking lot on Kingman presents a great opportunity for infill development to reinforce Kingman as a dynamic street. The plan illustrates a three story building (matching height and scale of adjacent buildings) with approximately 7,000 SF of development potential. The City and property owner would need to partner on the development of this site. Parking (existing surface spaces that will be lost and additional to serve the new development) would be accommodated in the new Core Block parking structure described above. Because this new building would be adjacent to one of the connecting streets leading into the Core Lot, careful architectural attention should be given to both the north façade that faces Kingman and the west façade that would face this connecting street.
- ***Federal Street Infill Development (#2A):*** There is an opportunity for infill development along Federal Street, across from the planned multi-modal facility. The plan illustrates a three-to-four story building with approximately 45,000 SF of development potential. Parking would be accommodated in the new Core Lot. Because this is one of the larger infill opportunities downtown, there may be a desire to develop a vehicular-drop off area to serve the building. This should be located to the rear of the building off of the internal circulation system to maintain an uninterrupted sidewalk area along Federal Street. The design of this infill should be developed in context with surrounding buildings and should give special attention to the west façade facing Federal Street and the north façade facing one of the connecting streets into the Core Lot.
- ***Federal Street Redevelopment Opportunities (Napoli's Building, #3A):*** With its prominent location on Federal Street, this 8,300 SF building represents a potential redevelopment opportunity. Both options that consider reuse of the existing structure with façade improvements as well as complete redevelopment with new construction should be explored. If the site is redeveloped with new construction, the new building should consider multiple floors (3-4) and a design oriented to Federal Street and sensitive to the surrounding context of historic buildings.

- ***Federal Street Façade Enhancement Opportunity (1 Federal Street/Foundry Building - #3S):*** This building has a prominent location on the corner of Lake and Federal Streets and has recently been renovated to include a restaurant. Recommendations for façade enhancements are described under Chapter 3 of this report, Façade Improvement Program.
- ***Lake Street Infill Development (#2B):*** There is an opportunity for infill development along Lake Street in conjunction with the development of a new street that provides access from Lake Street to the new Core Block parking facility. The infill development is shown on the west side of the new street connection so that the street connection can align with access to the parking facility (described later in this section of the report) on the south side of Lake Street. The site illustrates approximately 20,000 SF of new development potential on three floors. Careful attention to architectural treatment should be given to both the south and east facades which face Lake Street and the new connecting street, respectively. This site could be developed in conjunction with 43 Lake Street if that property is to be redeveloped.
- ***Lake Street Redevelopment Opportunity (43 Lake Street, #3C):*** This 7,400 SF building represents a potential redevelopment opportunity. Both options that consider reuse of the existing structure with façade improvements as well as complete redevelopment with new construction should be explored. If the site is redeveloped with new construction, the new building should consider multiple floors (2-3). Ideally, this site would be redeveloped /coordinated with the new infill development described above.
- ***Lake Street Façade Enhancement Opportunity (45 Lake Street, #3B):*** Recommendations for façade enhancements are described under Chapter 3, Façade Improvement Program.
- ***Main Street Façade Enhancement Opportunity (24-28 North Main – Chow Bella, #3D):*** Façade enhancements are described under Chapter 3, Façade Improvement Program.
- ***Main Street Façade Enhancement Opportunity (30 North Main Eaton’s Jewelers-#3E):*** Façade enhancements are described below under Chapter 3, Façade Improvement Program.
- ***Multi-Modal Center (#2D):*** A new multi-modal center is being planned for this block on the west side of Federal Street at the existing Amtrak station. As plans are developed for this facility, careful consideration should be given to providing a sensitive design solution for this prominent location along Federal Street and adjacent to the historic Railroad Building (2 Federal Street). In addition to attractive building facades, the design solution should consider vehicular drop-off/pick-up areas, green space and attractive and comfortable pedestrian connections to adjacent streets.



Examples of structured parking adjacent to street edge. Note active uses on the ground floor and careful articulation of façade on upper levels.



Downtown Core Block: The master plan detail above illustrates how a parking structure can be developed internally to the block allowing for redevelopment and new development along the perimeter.



Downtown Core Block: Model view of the same block. The darker (red) buildings represent new infill opportunities, the medium shaded buildings (orange) represent redevelopment/façade opportunities and the lighter shade (purple) represents structured parking.

2.1.2 Kingman-Hudson Block

This block is located to the north of the Downtown Core Block and is bounded by Kingman, Main, Federal and Hudson Streets and is bisected by Center Street as shown on the previous page. The vision for this block is to increase parking resources by coordinating with property owners to consolidate individual parking lots into a more efficient whole. In addition, there are a significant number of façade improvement opportunities in this block as well as an infill opportunity along Kingman Street. Specific details of the development of the block include:

- **Hudson Consolidated Parking Lot (#1A):** There is an opportunity for the City and adjacent property owners to work together to transform inefficient individual parking lots into a more-efficient consolidated lot. There is an opportunity to increase the number of parking spaces in this lot by approximately 20 spaces (from approximately 90 existing to 110 proposed). Individual property owners would maintain rights to the existing number of parking spaces that they currently have. The additional spaces could be shared by the property owners and the public. Another advantage to consolidating the parking is that trash dumpsters can be consolidated in one area and uniform signage can be applied throughout the lot. It will be important to consider lighting and landscaping (particularly canopy shade trees where possible) throughout the lot. In addition the final design should explore opportunities for bio-retention and/or rain garden areas to minimize storm water runoff.
- **Kingman Street Infill Development (#2E):** There is an infill development opportunity on the surface parking lot adjacent to the Peoples Trust Building (25 Kingman Street), should the property owners wish to develop this lot at some point in the future. The plan illustrates 14,000 SF of development potential on 3 floors. Existing surface parking spaces that would be lost to this development could be accommodated in the new parking structure (Core Lot, #1B) described above. If the property owner considers development of this lot, special care should be given to the architectural compatibility to the historic Peoples Trust Building.
- **11-15 Kingman Street (Guy's Unisex Building, #3G):** Investment has already occurred upgrading this building. A façade enhancement plan was not developed for this building; however, additional recommendations by the team are included in Chapter 3, Façade Improvement Program.
- **7-15 Center Street, (#3I):** Recommendations for façade enhancements are described below under Chapter 3, Façade Improvement Program.
- **60-66 North Main Street, (Deringer Building, #3H):** Significant investment has already occurred upgrading this building. A façade plan was not developed for this building; however, additional recommendations by the team are included in Chapter 3, Façade Improvement Program.
- **80 North Main Street, (Park Café, #3J):** Recommendations for façade enhancements are described below under Chapter 3 of this strategy, Façade Improvement Program.

- **96-98 North Main Street (The Belleview Building, #3K):** Recommendations for façade enhancements are described below under Chapter 3, Façade Improvement Program.
- **92-94 North Main Street (Sweet Nothings, #3L):** Recommendations for façade enhancements are described below under Chapter 3 of this strategy, Façade Improvement Program.
- **104-108 North Main Street (Welden Theater, #3M):** Recommendations for façade enhancements are described below under Chapter 3 of this strategy, Façade Improvement Program.
- **Meeting Facility/Art Facility Opportunities:** Both City Hall and 37 Kingman Street (the old courthouse) represent potential opportunities for a community meeting space, art facility, or performance hall in downtown. Both City Hall and the old Court building have flexible space that could be adapted to accommodate groups on a regular basis. These facilities (among others) should be explored for their potential use as a catalyst project to create a consistent community gathering space in downtown St. Albans.
- **Other Considerations:** There are also additional infill development opportunities along Center Street (in place of surface parking lots). However, because Kingman and Center Streets are so close together, the emphasis should be on creating infill development along Kingman Street, which offers the greater potential to become a dynamic urban street environment and significant part of the downtown environment.

2.1.3 Lake-Stebbins Block

This block is illustrated on the following page and is bounded by Lake, Main, Market and Stebbins Streets and is to the south of the Downtown Core Block. While there are minimal opportunities for infill development within this block, there is an opportunity to create another significant parking resource as described below:

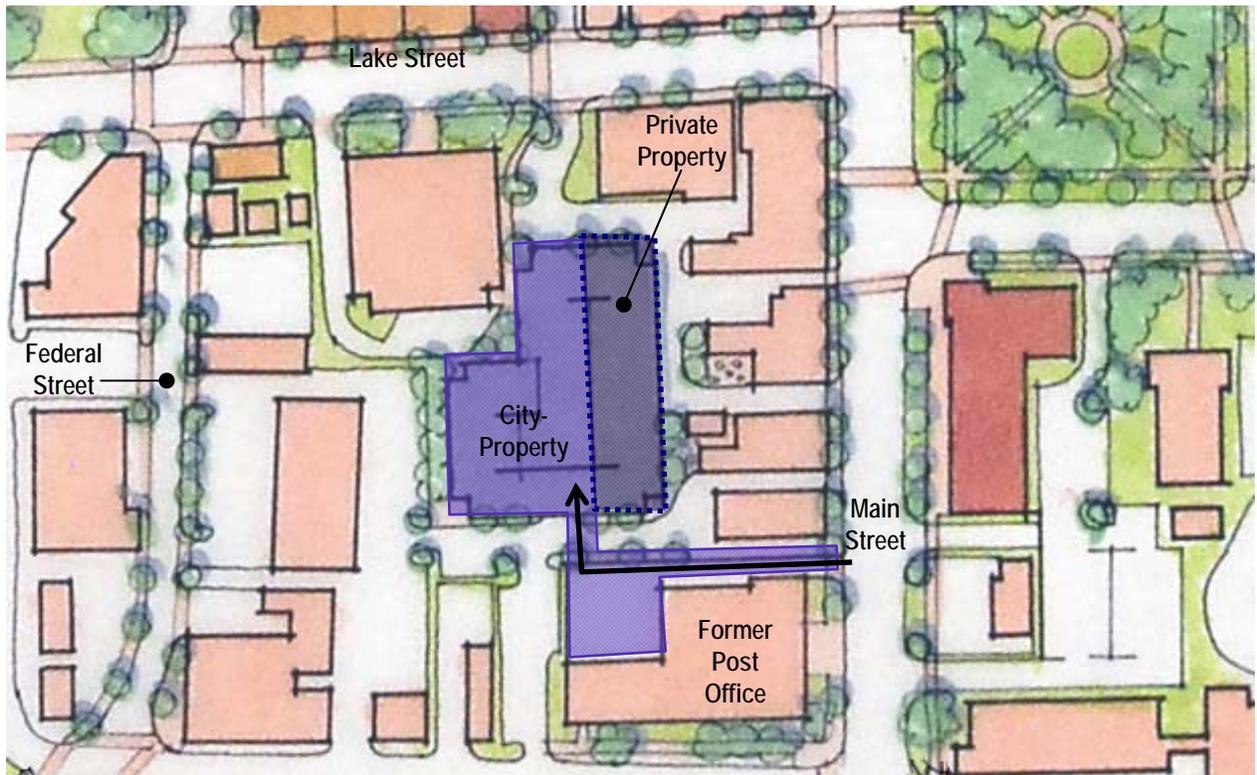
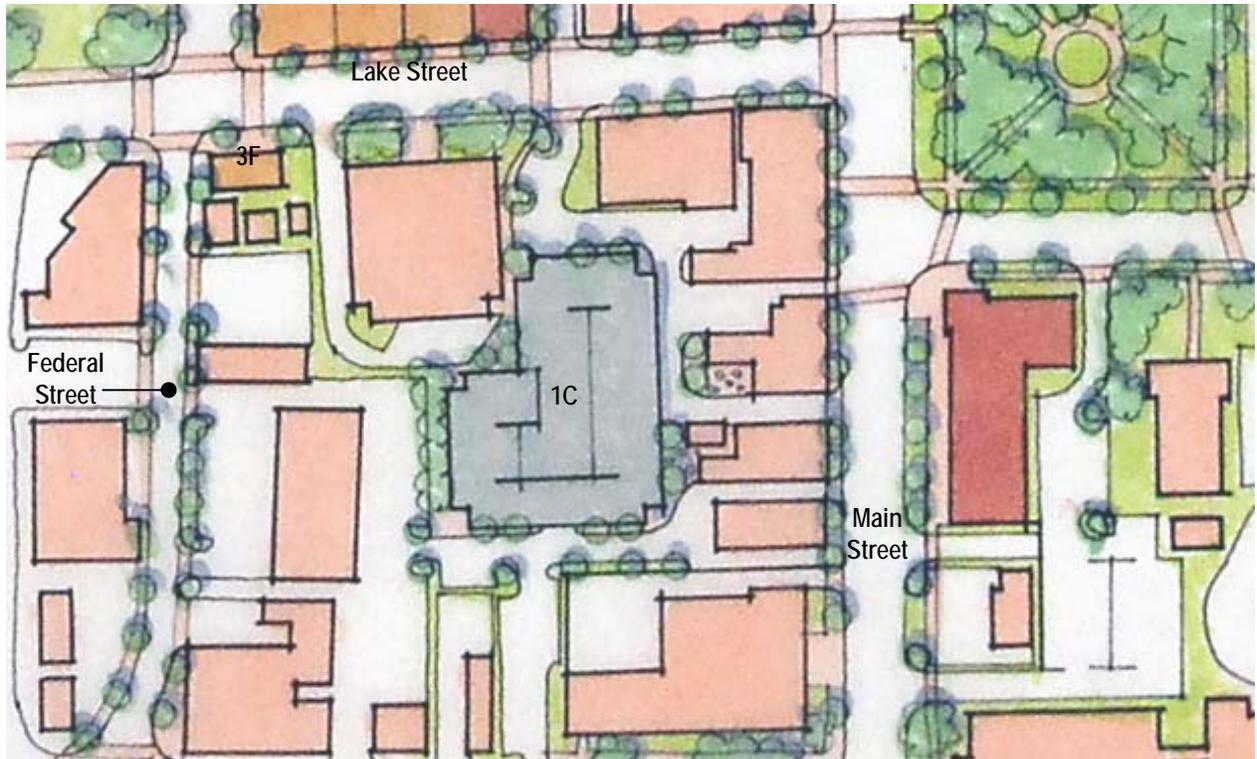
- **Lake Consolidated Lot (#1C):** There are approximately 75 parking spaces that currently exist in the City-owned surface parking lot located in this block and an additional 45 (approximate) on private property to the east of this lot (behind the buildings facing Main Street) for a total of 120. There is an opportunity for the City and private property owners to work together to create a shared parking resource in the form of a parking structure as shown on the master plan diagram. Additional parking in this area would significantly reduce some of the parking pressures resulting from the nearby BFA High School. The three-level deck shown would yield approximately 345 parking spaces, an increase of 225. As with the Core Lot described above, any lost surface parking spaces from private property would be replaced in the deck (with opportunities for additional space). The existing access drive from Lake Street could be utilized to access the structure; however, it could be realigned to correspond to the access into the Downtown Core Block on the other side of Lake Street.

There are also optional ways to approach a parking resource in this lot, if utilizing private property is not feasible. For example, two levels of parking could be accommodated on the

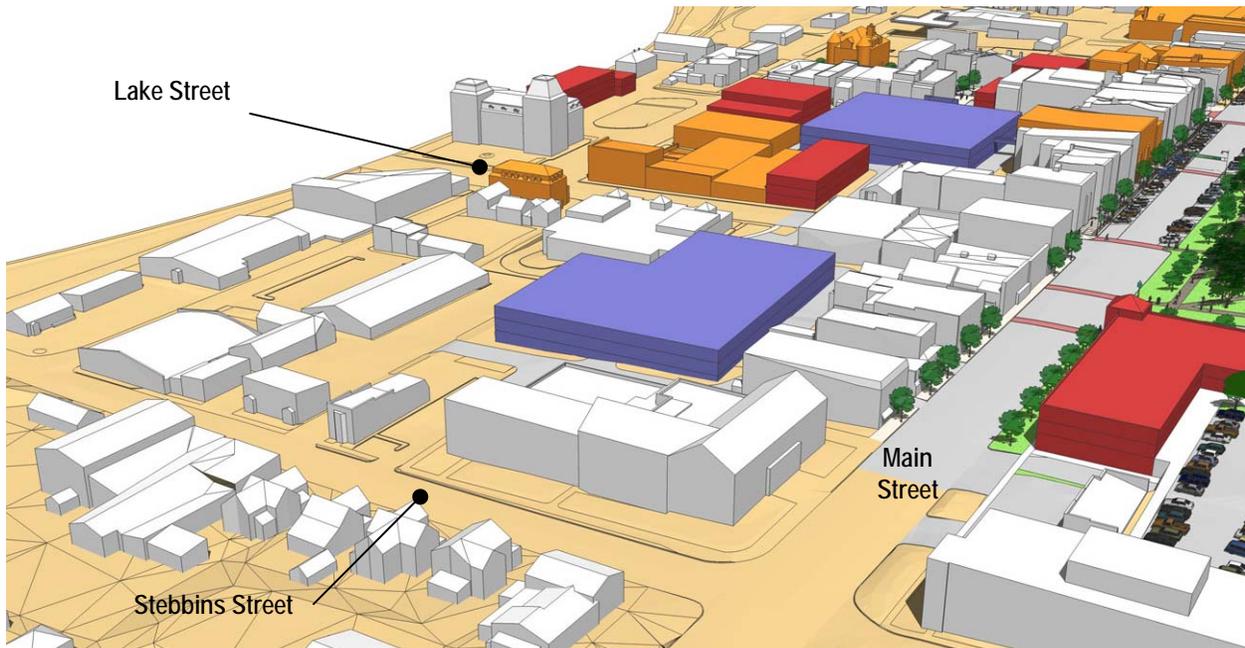
City-owned property with access to the second level via the upper level of parking associated with the former Post Office. This would essentially double the number of parking spaces in the public parking lot from 75 to 150.

As with the Core Lot described above, there are opportunities in this block to create attractive street environments for the internal streets that provide access to the parking structure. Consideration should be given to streetscape environments that include pedestrian-scaled lighting, street trees where possible and outdoor dining as appropriate.

- ***58-60 Lake Street (Old St. Albans Hotel, #3F):*** This building is a significant landmark for downtown and contributes greatly to the strong “sense-of-place” at the intersection of Federal and Lake Streets. Recommendations for façade enhancements are described below under Chapter 3 of this strategy, Façade Improvement Program.
- ***Other Considerations:*** While no other specific façade recommendations were identified for this block, there are many opportunities for enhancements to private properties. The façade enhancement recommendations described later in this strategy should be used as inspiration for additional improvements that property owners are interested in pursuing.



Lake-Stebbins Block: The master plan details shown above illustrate the potential to consolidate the City-owned and privately owned surface parking lots to create a multi-level deck with internal ramping (top). The lower illustration shows an option of how only the City-owned property could be converted into a two-level deck with access to the upper level via the former Post Office ramp. Similarly, a larger two-level deck could be constructed if the private property is utilized as well.



Lake-Stebbins Block: Aerial view illustrating the concept that would yield the maximum number of parking spaces and the most flexibility for the number of deck levels. This concept requires a partnership among the City and property owners.

2.1.4 Lake and Maple Street Development (190-198 Lake Street Handy's – Growth Center Application Site #3)

The former automobile dealership property that straddles Lake Street at Maple Street represents the largest vacant property within the designated downtown area and presents a tremendous opportunity for mixed-use development along the important Lake Street corridor. The master plan illustrates a potential development scenario, however, there are many ways that this property can be developed provided that several key planning/design objectives are followed. Most important is that there is a significant architectural presence on Lake and Maple Streets with parking located behind the buildings. The site should also consider 2-3 floors to maximize the development opportunity and the rear of the site should transition to the residential scale of the adjacent neighborhood. Specific opportunities are described below:

- **Commercial Opportunity (North Side of Lake, #2F):** The plan illustrates the potential for 30,000 SF of development on two floors. While there is flexibility in the depth of this building, the length should extend across the majority of the Lake Street frontage. The Lake and Maple Street facades should be articulated with windows and doors and contribute positively to the Lake Street corridor.

- **Commercial Opportunity (South Side of Lake, #2G):** The plan illustrates the potential on this site for 8,000 SF of development on two floors. Similarly, this building should be oriented to the street edge and articulated with windows and doors.
- **Senior Housing/Assisted Living Opportunity (#2H):** The Maple Street frontage provides an opportunity for senior housing; however, this could also be additional office space. The building should be oriented to the street and articulated so that it is sensitive to the scale of the existing single-family homes on the east side of Maple Street. The plan illustrates the potential for 30,000 SF of development on two floors.
- **Residential Infill Opportunity (#2I):** The rear of the site is most suited for single-family home infill development (or residentially scaled office development) along Lasalle Street. The homes should be compatible in scale to the existing buildings along the street.
- **Surface Parking Lot:** To maximize development potential and efficiencies, parking should be shared for all uses. The plan illustrates a total of approximately 115 parking spaces on both sides of Lake Street.
- **Other Considerations:** As described above, there are many different development scenarios possible for this site. Because the site is the largest downtown, there is also an opportunity for a larger-footprint building rather than multiple footprints. If this is the case, the emphasis should be to orient the building at the corner of Lake and Maple Streets. Any surface parking immediately adjacent to Maple Street should be treated aesthetically with landscaping. Tall-canopied street trees would make the most impact.

2.1.5 Main and Fairfield Development (Handy's Toyota–Growth Center Application Site #8)

This site, prominently located on Main Street at Taylor Park is one of the most important sites in St. Albans. The existing automobile dealership is a viable business and makes a positive contribution to the downtown economy as customers support other businesses in the downtown. However, it does not represent the highest and best use for this important site within the historic district. The master plan, therefore, describes two scenarios for this property; one including enhancements to the existing property and the other including recommendations if the property owners ever wish to redevelop the property.

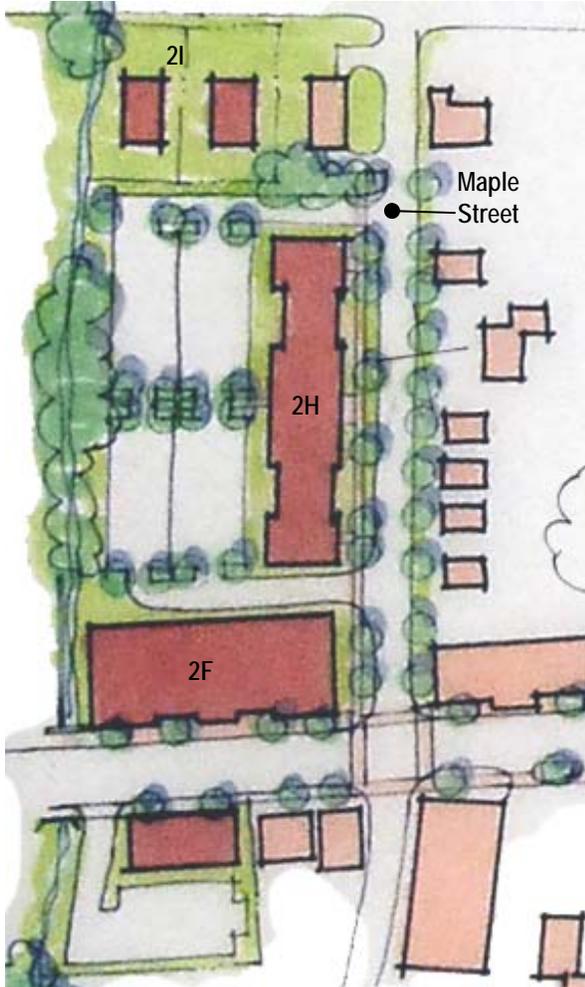
- **39 South Main Street Enhancement (Handy Toyota, #3Q):** Recommendations for façade enhancements are described below under Chapter 3 of this strategy, Façade Improvement Program. In addition to façade enhancements, the photo-renderings illustrate how landscaping can also be used to enhance the perimeter of the property.
- **39 South Main Street Mixed-Use Long-Term Opportunity (#2K):** Should the property owners wish to redevelop this property at some point in the future, the emphasis should be placed on anchoring the street corner with architecture and locating parking behind the building. The plan illustrates 42,000 SF of mixed-use development potential on 3 floors with 135 parking spaces on two levels (taking advantage of the sloped topography). Because of its prominent location on Taylor Park and Main Street, this site would be ideal for a

restaurant. Architecturally, the building should be designed to respond to both Main Street and Fairfield Street and articulated at the street corner. Because the building would be closer to the street than the adjacent Armory Building, any exposed side elevation (that faces the front lawn of the Armory) should also be given equal design consideration as the building front elevations.

- ***Other Considerations:*** As an alternative to one large building, this site could also be developed with 2-3 smaller footprint buildings. It would still be important, however, that these buildings are oriented to Main and Fairfield Streets. In addition, there is also an opportunity to consider a partnership with the property owner to the south of this site to explore a redevelopment scenario that encompasses both sites. This would maximize the development potential and site efficiencies for both property owners.

2.1.6 J.C. Penney Plaza (Growth Center Application Site #5)

The design team did not meet with this property owner and did not develop concept plans for the site as part of this master plan; however, it is a significant site for downtown. There are a number of ways to redevelop this property from complete redevelopment to partial redevelopment to renovation of the existing buildings. Regardless of the approach, the goal should be to create an architectural presence along Main Street with parking resources located to the rear of the site or internal to the site. Because of the size of the property, there is an opportunity to incorporate an open space feature. If this is done, the open space should be located on the street and surrounded by development, which could help activate the open space. An open space within the large field of parking, as shown in the City of St. Albans Preliminary Growth Center Application, is discouraged, as there would be nothing to activate it.



Lake-Maple Street Development and Main-Fairfield Development: The above views illustrate redevelopment potential for “Lake Street Handy’s” (top left) and long-term redevelopment potential for “Handy’s Toyota” (top right and bottom). The bottom view illustrates how the grade change on the site could be utilized for two levels of parking. For both sites, any redevelopment that occurs should orient buildings to the street edge with parking located behind.

2.2 Parking Opportunities

While this master plan did not include a detailed parking study and parking management study, there are some general recommendations that should be considered to facilitate continued downtown redevelopment—and new development.

2.2.1 Downtown Parking Lots

The primary strategy for parking is to develop significant shared parking resources within the downtown core. These shared resources would accommodate employee and resident parking (with permits or reserved spaces) as well as additional public parking for visitors and customers. Street parking, particularly within the downtown core should be reserved for customers and short-term visitors.

- **Primary Consolidated Lots:** As described in the previous pages of this report, the two primary opportunities for structured parking are the Core Lot (#1B) and the Lake Consolidated Lot (#1C). Another shared resource is the Hudson Consolidated Lot (#1A), also described earlier. These consolidated lots could be handled several different ways. The City of St. Albans could purchase the properties from the property owners or develop a easement/lease arrangement with property owners whereby the City would complete improvements on the lots and manage them in exchange for improved parking and maintenance. There are pros and cons to each approach.
- **Allen Street Lot (#1D):** In addition to the above resources, there is an opportunity to create a linear surface lot within the underutilized railroad right-of-way along Allen Street. The Allen Street Lot could accommodate approximately 105 parking spaces in a single bay of parking, parallel to Allen Street. In addition to the Lake Consolidated Lot, this lot would help relieve parking pressures resulting from the high school.

Because Allen Street is part of the Federal Street Corridor, the image of this frontage will be important. The parking should be set back to allow for streetscape treatment including street trees, pedestrian-scaled lighting and a sidewalk. Street trees should be high-canopied trees that will allow views into and out of the parking area. This will be important so that people feel secure using this facility.

2.2.2 Coin-Fed Meter Considerations

At this time, parking along downtown streets is rigorously enforced with time limits and seems to be effective. There has been some discussion regarding the installation of individual parking meters. If this approach is pursued, consideration should be given to the following:

- Provide two meters per post to minimize the number of poles.

- Consider locating the meter poles to the rear of the sidewalk to eliminate conflicts with snow plows. There are some indications in the sidewalks that at one time, meters were located to the rear of the sidewalk. In some cases, it may be possible to mount the meters to the adjacent building.
- Incorporate meter layout into design plans to coordinate meter locations with other street elements.

2.2.3 Multi-Space Meter Considerations

There has also been some discussion related to multi-space meters, a system that includes a pylon-like pay station, generally two per block, which accepts cash or credit cards. Some systems provide a paper receipt that parkers display on their dashboards, leaving a lot of flexibility as to which space they park in. Other systems, such as that being used by the City of Milwaukee, use a numbered-space system. While this system eliminates the paper receipt, it requires that each space be numbered. This typically has to be done on a post, especially in communities with significant snowfall, resulting in additional sidewalk “clutter.”

While a feasibility study would need to be completed to determine if multi-space meters are appropriate for St. Albans, they have been used quite successfully in other communities. Some of the advantages include convenience for customers as well as minimal street clutter. The City of Baltimore has been installing multi-space meters (EZ Park) throughout its downtown and “Main Street” commercial districts since 2004. Following are some recommendations and experiences by Peter Little, Executive Director of the Parking Authority of Baltimore City, which might help guide St. Albans if this system is explored in the future:

The primary recommendation for a community considering multi-space meters is to do the necessary groundwork, which includes the following:

- Make sure that City and State codes allow for multi-space meters and for the payment of on-street parking charges with credit/debit cards.
- Make sure that elected officials and significant stakeholders (particularly parking enforcement officials, merchants, City’s Finance Department) have bought into the concept.
- Begin small (Baltimore started with a 70 meter pilot program). This allows people to get used to the new system and its benefits and then expand. In Baltimore, different business districts are now clamoring to replace the single-space meters with the EZ Park meters after seeing the success of the initial pilot program.
- Develop a solid PR program to coincide with the introduction of the new system and build PR costs into the installation costs. A PR program might include “ambassadors” to help instruct parkers on how to use the meters during the first few weeks; brochures; press releases emphasizing the positives for customers and businesses; website with instructions for use and contact information with questions and concerns.

- Develop a good meter maintenance program.
- Develop a good meter (cash) collection program.
- Make the system as simple as possible for stakeholders and parkers.
- Make sure the RFP process for purchase and installation of the meters is as “air-tight” as possible. Be extremely cautious of the meter vendors who will be competing with each other for the business and may not be looking out for your best interests.
- Properly estimate costs. As an example of this, Baltimore’s current agreement (from 2006) is \$7,700 for purchase of the meter itself, another \$1,200-\$1,500 for installation and other associated costs such as PR. Total costs are about \$9,000 per meter based on a three-year old agreement. Approximately \$10,000 each may be a good planning assumption. Life expectancy of the meters is supposed to be 10-12 years; however, Baltimore is assuming seven years.

If the multi-space meter system is feasible for a community, there are numerous benefits. Some of these include:

- Increased parking revenues. For Baltimore, the return on Investment has been tremendous and is close to 700% on individual meters. Citywide, meter revenues have almost doubled since 2004.
- For streets with parallel parking, it is usually possible to fit 10-15% more vehicles per block face meaning more parking inventory for business patrons. Individual parking meters are generally spaced 22’ on center even though many cars do not need that much space to park.
- Multi-space meters allow cars to maximize the space available.
- Convenience of paying with coins or credit cards.
- For systems that utilize a paper receipt, parkers can move to another space with the same receipt if there is time remaining.
- The system results in fully-auditable meter revenue streams, preventing meter theft scandals that have happened in various parts of the country, typically 2 to 3 major ones a year.

While Baltimore is a much larger city than St. Albans, many small- to mid-size communities have been using the multi-space meter system. Some of these include:

- Manchester, NH (Brandy Stanley is contact and has worked with Peter Little in the past)
- Portsmouth, NH
- Ocean City, MD
- Cumberland, MD

- Boulder, CO
- Clearwater, FL
- Truckee, CA

2.2.4 Signage and Outreach Programs

With regard to St. Albans, one of the more significant challenges with parking is customer confusion as to where public parking resources are located. The signage and wayfinding recommendations developed for St. Albans will help to guide visitors to parking resources. In addition, each parking facility should display relevant information such as the lot name, hours of operation, payment methods, contact information, etc. This information should then be included in downtown maps and printed materials.

2.2.5 Safety and Aesthetics

One of the reasons many do not like to park in the public parking lots in St. Albans relates to safety concerns. The parking lots described in this master plan should be well lighted and well maintained (paving and striping). In addition, consideration should be given for surface lots to incorporate permeable paving, particularly in the areas designated for parking spaces to help minimize storm water runoff. Landscaping, and particularly large shade trees, should be incorporated wherever possible to make the lots attractive and comfortable during hot weather. Landscaping should emphasize low shrubs and groundcovers (2' or under) and high-canopied trees so as not to obstruct sightlines.



Multi-Space Meter (Paper Receipt System): These two images are from Baltimore, Maryland where multi-space meters are used throughout the City, generally two per block face. Clear signage is used to direct customers to the meters, which provide a paper receipt for display on the vehicle's dashboard.



Multi-Space Meter (Paperless System): *These two images are from Milwaukee, Wisconsin where a multi-space meter system is used in conjunction with existing meter posts. This is a paperless system that requires customers to park in a designated space.*

3.0 Façade Improvement Program

3.1 Building Enhancement Strategies

The appearance of downtown is largely determined by the condition of its buildings. Because this appearance also forms the basis of the public's overall impression of downtown, the upgrading and preservation of downtown is crucial to the continued livelihood of St. Albans. St. Albans is blessed with an abundance of historic structures, many of which are in pristine condition. However, some of these structures have been modified over time, or fallen into disrepair, to the degree that their architectural integrity has been compromised. Moreover, the appearance of a community's buildings is often one of the most indelible impressions left with a visitor or potential investor and, therefore, their appropriate enhancement is most assuredly an economic development initiative.

Numerous approaches and/or incentives exist for the appropriate enhancement of historic buildings ranging from overall façade grants, to item-specific façade grants (e.g. paint, awnings, slip cover removal, etc.), to full-blown façade master plans that take a more district wide approach to façade enhancement rather than a building-by-building approach. Moreover, these incentives may also address interior issues beyond the exterior façade of the building. Grants for sprinkler systems, by way of example, can help incent property owners to pursue upper floor housing opportunities by removing a portion of the financial barrier to those efforts.

What follows below is a summary of potential approaches, or enhancement strategies, for St. Albans that follows the suggestions noted above. Additionally, there is a section describing recommendations and benefits of a comprehensive historic preservation ethic in downtown. This section of the report concludes with summaries of the enhancements proposed for numerous properties in downtown St. Albans made during the charrette conducted in June 2009.

3.1.1 Overall Façade Grants

A facade grant program provides financial assistance for improvement projects on building facades in a designated Downtown District. The standard for design should ideally be regulated by some form of historic district design guidelines that are based on the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings. The intent of the grant program is to encourage appropriate revitalization to as many private properties in the Downtown District as possible.

The general goals for a façade grant program include, but are not limited to:

- To promote façade rehabilitation of commercial and mixed use buildings in the downtown area, commercial areas adjacent to the downtown, and older pedestrian business districts. □
- To preserve special characteristics of these areas by helping owners make quality building improvements that foster a sense of place and overall consistent image for an area. □
- To compliment other revitalization efforts, such as sidewalk, streetscape and landscaping improvements. □
- To promote an attractive environment for new investment and business activity

There are several components to a typical façade grant program while the details can vary widely from one community to the next. Standards components of a façade grant include, but are not limited to:

- Façade grant application
- Façade grant design guidelines
- District map outlining eligible properties for the façade grant
- Maintenance agreement

The City of Anderson, SC has formulated a straightforward façade grant program that could form the basis of the version of one executed in St. Albans. Provided below is a link to download the forms noted above as well as additional supporting documents.

www.communitydesignsolutions.com/public/AndersonSCFaçadeGrantDocs.zip

In a similar fashion, façade grant programs can be funded in myriad ways ranging from out-right grants, to a matching grant approach with matches ranging from 90/10 to 50/50 between the city and property owner, respectively, to low interest loans available for this specific purpose. The funding available to St. Albans and its Main Street program will likely dictate the approach and amounts of the grants.

3.1.2 Item-Specific Building Grants

While the above-noted overall, or general, façade grant program is typically the best approach to address myriad design-related issues on your downtown buildings, occasionally there are specific, repetitive issues that multiple buildings in your downtown face. In those instances, it makes sense to craft a grant program to target those specific issues. Additionally, some of these specific grant programs are intended to incent specific activity.

By way of example, one of the key recommendations of the 2006 market analysis and charrette was to promote market rate upper floor housing in the downtown area. One of the key impediments to this beneficial recommendation is the occupancy separation and means of egress requirements of upper floors when they include a residential component. To address this, some communities have instituted a sprinkler grant program to mitigate a portion of those costs to the property owner.

In Anoka, MN, the solution was a specified amount of money granted to the property owner based on the square footage of the building. In the case of a Main Street community in Iowa, the City installed a sprinkler main line through all the buildings in an area so that the only remaining costs to the property owner was the installation of the system and tap into the city's line.

Another issue that often faces historic downtowns is the removal of metal slipcovers that conceal the historic architecture beneath them. In the town of Conway, SC they recognized reluctance on the part of property owners to remove their metal slipcovers due to fears of what would be found underneath and the cost of the removal itself. Therefore, the City of Conway instituted a \$1,000 per building slipcover removal program to eliminate the cost of the removing and discarding the slipcover. In addition, they utilized the State of South Carolina's Main Street architect to suggest

enhancement recommendations to the underlying façade to remove that cost from the property owner as well. An example from that program is found below.

Any of these issue-specific building grants would follow the same basic methodology of the general façade grants noted above.

3.1.3 Façade Master Plan

The goal of the façade master plan is to enhance the overall appearance of downtown to maximize your historic architectural assets as a prime competitive advantage for commerce and housing within an authentic setting. However, it is imperative to recognize that enhancing the physical appearance of downtown, its open spaces, its infrastructure and its buildings is not, in and of itself, enough. Serious consideration must also be given to addressing the underlying economy of the place in terms of its business mix and retail retention and recruitment strategies. These “non-design” issues are addressed under the market analysis section of this report.

Several communities in South Carolina, Mississippi and Virginia have pursued grant funding that has helped underwrite a “facade master plan.” Unlike a traditional facade grant program, this is a comprehensive rehabilitation of many downtown buildings at once. The property owner gives the City a temporary easement (usually five years) on the facade of their building allowing the local government to spend funds on its improvement. In exchange for this temporary easement, the grant funds will pay for the facade improvements. The advantages of this type of program are that it allows for a single source of project management, a single source of design, and a single source for construction. However, the biggest advantage to this approach is the ability for a downtown district to receive an overall appearance facelift in a remarkably short amount of time. Moreover, when used in conjunction with a grant source like the South Carolina Department of Commerce’s (DOC) Opportunity Grant or CDBG grant, the facade enhancements are realized with no costs to the building owner or tenant. If funding sources such as SC DOC’s Rural Infrastructure Fund (RIF) grants are used, then a nominal 10% match is required.

Benefits of the Façade Master Plan approach: The single source of project management streamlines the project and removes the burden of façade enhancement from each individual property owner. The single source of design, used in conjunction with the Main Street Program’s Design Committee, ensures that all façade enhancements are sympathetic to the historic architectural heritage of their place. The single source of construction allows for dramatic cost savings since the contractor purchases all construction supplies for the entire enhancement project, rather than each property owner having to buy their own sign, door, windows, paint, awnings, etc. However, the biggest advantage to this approach is the ability for a downtown district to receive an overall appearance facelift in a remarkably short amount of time. Moreover, when used in conjunction with a grant source like federal CDBG funds, an individual state’s department of commerce grants, or other federal, state, or local funding sources, the facade enhancements are realized with no costs to the building owner or tenant. If the funding and/or grant source requires a match from the property owner, the enhancements are still realized with nominal investment on their part that is far less than if they improved their façade on their own using solely private sector funds.

Implementation Process:

- Apply for and receive grant funding for design and construction.
- Develop guidelines for the administration of the grant funds.
- Solicit RFQ for design professionals to develop the facade enhancement designs.
- Negotiate and hire design professional.
- Interview each property owner/tenant to ascertain appropriate enhancement approach.
- Design professional develops renderings and technical recommendations for each facade.
- Administrative party and design professional develop specifications and bid documents.
- Prospective contractors pre-qualified.
- Bid package submitted to pre-qualified contractors.
- Negotiate with and hire low bidder.
- Construction commences with oversight by administrative party and design professional.
- Punch list and project close out.

Budgetary Considerations:

- Design & Project Management: \$1,000 - \$1,500/façade
- Construction Allowance: \$5,000 - 10,000/facade
- Scope: To be determined by the local government. Generally speaking, include at least 20 facades, but consider executing 40-80 so that the improvements can affect entire blocks of downtown structures.
- Total: As determined/multiplied by the number of facades being considered against the budget estimates noted above.
- Schedule: Begin phase one immediately upon receipt of grant or private funding.
- Responsible Party: Local government or downtown revitalization agency, ideally Main Street.
- Funding Source Design: CDBG, USDA Rural Development, local bank consortium funds/low-interest loans, fund raising, private sector investment, local government budget.
- Funding Source Construction: CDBG, USDA Rural Development, local bank consortium funds/low-interest loans, fund raising, private sector investment, local government budget, and foundation grant funding.

Resources for Implementation

Community Design Solutions has compiled a number of documents to aid a community in the execution of a façade master plan. The first link noted below is an archive file containing the following documents:

A: Sample Façade Master Plan Description Brief (to explain the project to the public; use in whole or in part; feel free to insert your logo in place of CDS logo)

B: Sample Promotional Letters (to recruit property owners/tenants to participate in the project)

C: Sample Rules of Procedure for the Advisory Committee (to establish the ground rules for the process from Pound, VA)

D: Sample Façade Grant Application Form (to be used to submit to a grant/funding agency from Gulfport, MS; could also be used as a Project Description Brief)

E: Sample Property Owner Application (to participate in the Façade Master Plan from Gulfport, MS; must eventually be accompanied by an executed façade easement)

F: Sample Specifications (to establish a standard of care during construction from Whitmire, SC; edited to provide you with convenient fill-in-the-blanks with your city's name) Note: this is a SIMPLE set of specifications for a primarily "paint and awning" master plan. If you plan is more complicated and expensive, a more detailed set of specifications may be in order.

G: Sample Façade Easement (to enable local government to spend money on private property from Union, SC; edited to provide you with convenient fill-in-the-blanks with your city's name)

H: Sample Façade Design Form (to enable the designer to record the owner interview process from Mississippi Gulf Coast Resource Team planning work)

I: Sample Façade Design Packages (to illustrate the variety of ways to document proposed enhancements)

- I-1 Sketch-oriented approach from Cheraw, SC
- I-2 Photo-rendered approach from Pound, VA
- I-3 Photo-rendered approach from Saluda, SC
- I-4 AutoCAD approach from Gulfport, MS (Note: this package also includes another, more detailed, set of sample specifications)
- I-5 AutoCAD approach from Gulfport, MS
- I-6 AutoCAD approach from Gulfport, MS

J: Sample Request for Qualifications (to ascertain the relative ability of a design firm to provide appropriate design services for the project from West Columbia, SC)

K: Sample Façade Master Plan Explanation (a simpler, shorter version of "A" above from Pound, VA)

L: Sample Design Approval Form (to have Owner sign off on the final bid package and set appropriate expectations prior to receipt of construction bids)

The link to download the archive file of the façade master plan documents noted above is:
www.communitydesignsolutions.com/public/fmpdocs.zip

The below-noted link provides important documents to apply for and fund a façade master plan using CDBG funds. These documents are provided courtesy of the Rome, GA Main Street program under the direction of Ann Arnold, Director of Downtown Development.
www.communitydesignsolutions.com/public/RomeGA-CDBG.zip

3.2 Property Specific Recommendations

Photo-rendered recommendations were prepared for the below-noted properties during the master plan charrette conducted in June 2009. Noted on the following pages are summaries of the recommendations as presented during the final presentation of the charrette, followed by before and after images. The before and after images can also be viewed in the final presentation PowerPoint show available for download via the following link:

<http://www.arnetmuldrow.com//stalbanwork.ppt>

- **30 North Main Street, Eaton's Jewelers (#3E), Jeff & Vicki Eaton:** Eaton's Jewelers represents a classic discussion facing preservation-sympathetic communities at the moment: what do you do with a historic building that has received a mid-century alteration that has now achieved its own historical significance? The best answer available at the moment is to make the historic portion of the building as appropriate to its period as possible, and likewise, make the mid-century alteration as appropriate a contemporary feature as well.

This is the approach we took on this building. We repainted the upper façade with a deep brick red color with tan accent color to highlight the architectural details of the building that are currently unnoticed due to the monolithic color scheme. On the lower portion of the façade we proposed removing the inappropriate shingled canopy and replacing it with an aluminum canopy appropriate for the mid-century alteration. We kept the sign panel that is a perfect mid-century storefront sign panel and using its color scheme (black with silver accents) painted the storefront level brick a deep, charcoal gray to match. These recommendations result in an appropriate late-1800's approach to the upper façade and an appropriate mid-century enhancement to the storefront level.



Eaton's Jewelers 30 North Main Street Before and After

- **7-15 Center Street (#3-I), Evelyn Martin:** These three buildings barely share anything in common, yet the overall design goal was to unify their appearance. Therefore, a triadic (three colors, equidistant on the color wheel) color scheme featuring red, green and yellow was utilized. We chose to leave the upper façade of the far right building unpainted, but painted the brick at the storefront level to match the brick above. The addition of green awnings and painting the remaining doors green serve to provide both a perfect complement (colors opposite each other on the color wheel) to the red brick and give them a relationship to the building in the middle.

The building in the middle was painted green to relate to the building at the right. Moreover, the storefront level was painted green to unify the entire building in a monochromatic (all colors are derivative of one color) scheme. Finally, the addition of trim and corner boards provides an appropriate way to finish off the lap siding and achieve an accent color.

The building on the left features the brightest color of the triad in yellow. This choice was due to the proposed use as an art studio or gallery and the typical nature of those uses to utilize flamboyant colors. Similar to the building in the middle, the addition of trim and corner boards provides an appropriate way to finish off the lap siding and achieve an accent color. A projecting sign is utilized since there was no room for a panel sign on the upper façade.



7-15 Center Street Before



7-15 Center Street After

- **45 Lake Street, Mike Blouin:** The recommendations for this building were made in two forms or stages. The first approach merely paints the existing building materials and works within the constraints imposed by interior alterations that compromise the symmetry of the windows and doors. It also features the addition of canvas awnings, gooseneck light fixtures, and flower window boxes to “dress up” the façade to have a more traditional appearance.

The second approach, or phase, assumes the interior alterations (bathrooms against the front façade forcing the window openings to be blocked off) would be addressed so that the façade could go back to its more balanced appearance. Moreover, this also would allow for a more contemporary approach which seems appropriate since there is little, to no, historic

architectural character of fabric to the building as it exists today. That being said, the same paint scheme in phase one could also be used in phase two if a more traditional style was preferred.



45 Lake Street (Before)



45 Lake Street (After – Option A. Traditional)



45 Lake Street (After – Option B. Contemporary)

- **80 North Main Street, Park Café (#3J), Mike Blouin:** At some point in time an inappropriate transom panel consisting of tile over concrete/stucco parge was installed. This panel concealed both the transom glass portion of the storefront as well as the brick sign panel area. Moreover, at some point most, but not all, of the mosaic tile was removed and in the areas where it was removed, entirely inappropriate diagonal wood siding was installed. However, the removal of this panel would prove very difficult and expensive so our recommendations demonstrate the reuse of this panel in a more sympathetic manner. Namely, the lower portion—traditionally the location of the transom glass—was covered with canvas awnings. The upper portion—traditionally the location of the storefront sign panel—was panelized with trim to create the illusion of a sign panel that receives the signage for the two business located within.
- **96-98 North Main Street, The Belleview Building (#3K), Marianne Gamache:** Historically, this building featured a classic white/off-white stucco (almost gray) color scheme in a simple Federal style. However, over the years a number of detrimental alterations have been made including installing inappropriate brick infill at the lower storefront level, the installation of false Colonial window hoods, the installation of fake, vinyl shutters, and the installation of a Subway sign that extends over the pilasters of the building.

Our recommendations sought to work with the existing building materials while returning the building closer to its original historic appearance. First the brick was painted to match the stucco. Next, the shutters were removed, the Subway sign was constrained within the piers of the building, the fake colonial window hoods were removed and black canvas awnings were placed in that area. Additionally, a gray and white color scheme was applied to the building similar to the scheme shown in historic post cards of this building. Finally, two columns and an open transom were installed at the recessed entry of the building.

- **24-28 North Main Street, Chow Bella (#3D), Connie Warden:** The goal of this enhancement was to freshen the color scheme of the restaurant's storefront. To compliment the brick, a dominant green color was selected with gold accents. The doors are re-stained and a classic black canvas awning with natural trim was selected. Additionally, it was proposed that the trashcan and post office receptacle be relocated to the mid-block near the covered walkway. It is also suggested that Maple City Cards and Candy adopt a similar approach to Chow Bella to unify the entire storefront level of this building.



80 North Main Street (Before)



80 North Main Street (After - Option 1)



80 North Main Street (After - Option 2)



96-98 North Main Street (Before)



96-98 North Main Street (After)



24-28 North Main Street (Before)



24-28 North Main Street (After)



24-28 North Main Street (After, With Adjacent Building Enhancements)

- **81 North Main Street, Howard's Flower Shop (#3O), Vicki Preseau:** Believe it or not, this building was historically a low Victorian commercial building with traditional storefront and classic upper floor windows. However, at some point in time it was completely made over to look like the faux-Federal/Georgian building it is today. While our strong preference would be to see the building restored to its authentic style, it was determined to show recommendations to enhance the appearance of the building in its current style/condition. Therefore, a triadic color scheme that picks up on the colors used in the business' sign with a dominant green field color, with tan (off-white with a lot of yellow) trim and rust-red accents. This paint scheme draws out the architectural detailing that exists on the building currently but is concealed due to the all white color scheme.
- **1 Federal Street, One Federal (#3S), Mark Ledoux & Cheryl Boissoneau:** A wonderful restaurant has recently occupied this building, site of the historic St. Albans Foundry and Implement Company. Many attractive enhancements had been made to the building—particularly on the interior—yet there remained a desire for a more complimentary approach to the exterior enhancements. On both the front and side facades it was recommended to paint the metal siding a darker shade of tan/coffee to unify it with the tone of brick below. Additionally, it was recommended to repair all of the upper façade windows. On the lower level it was suggested to replace the tan transom panels with glass to match that used in the interior dining room. Finally, it was recommended to replace all the doors with more historically appropriate full-light glass doors.
- **39 South Main Street, Handy Toyota (#3Q), Karen Luneau:** This property is essentially comprised of three separate buildings that do not currently relate to one another as a comprehensive whole. The biggest culprit is the front office area that has a residential style shingled roof on a commercial building with unpainted brick while the other two feature painted buildings in accordance with Toyota's franchise colors. Therefore, in phase 1 we simply wanted to use paint to unify the three properties. All of them are painted white, but now include a red wainscot base with gray/silver and red accent stripes at strategic locations on the buildings to correspond with trims, copings, signage, etc. In phase 2 it is suggested that the residential canopy be removed from the office portion and in its place install a more contemporary, automotive style canopy to coordinate with the use of the facility. In phase 3, recommended lighting, traffic signal, and street tree improvements complement the work of the previous phases and create an eye-catching, unified streetscape.



81 North Main Street (Before)



81 North Main Street (After)



1 Federal Street – Federal Street Façade (Before)



1 Federal Street – Federal Street Façade (After)



1 Federal Street – Lake Street Façade (Before)



1 Federal Street – Lake Street Façade (After)



39 South Main Street (Before)



39 South Main Street (After – Phase I)



39 South Main Street (After – Phase II)



39 South Main Street (After – Phase III)

104-108 North Main Street, Welden Theater (#3M), Marianne Gamache

Few downtowns can boast having a cinema with multiple screens. The Welden Theater is a tremendous asset to downtown St. Albans. However, at some point in the past, the lower storefront was completely removed, along with the original art deco marquee. While it is conceivable, and preferred if money were not object, to replace the current arched stucco system with the original storefront, it is not likely. Therefore, the approach taken was to install a replication marquee and integrate it within the stucco system to the greatest degree possible as shown in the photo rendering.

92-94 North Main Street, Sweet Nothings (#3L), Dick Bombard

This scheme simply shows the recession of the door leading to the upper floor to allow for the insertion of an additional step so that the grade change between the sidewalk and floor is not too great. Additionally, an awning to match the Sweet Nothings awning is proposed over the doorway to the second floor to unify the entire lower façade.

65 Main Street, Jeff's Maine Seafood (#3P), Pete McMahon

This building is simply beautiful. All that is required is a thorough cleaning, repair and replacement of deteriorating materials, and the repainting of the façade and trims in the current paint scheme.

58-60 Lake Street (#3F), Old St. Alban's Hotel

This building is simply stunning and affords significant redevelopment opportunity. The primary recommendations are simply to repair the roofs, windows, trims, balusters and columns. Additionally, repaint the façade utilizing the current color scheme. And finally, to install the historic sign panel as shown.

11-15 Kingman Street (#3G), Guys Unisex Salon (No Façade Rendering)

The owner of this building recently finished improvements/painting the storefront level of the building. These improvements reflect recommendations the design team would have made, therefore, additional enhancements at this time are not necessary.

60-66 North Main Street (#3H), Derringer Building (No Façade Rendering)

The owner of this complex of buildings recently completed significant investment in replacement windows. One recommendation for the owner to consider in the future is to install a continuous blue canvas awning to allude to their occupation of the storefront level of both buildings.



*104-108 North Main Street
(Before)*



104-108 North Main Street (After)



58-60 Lake Street (Before)



58-60 Lake Street (After)

4.0 Streetscape Enhancements

Streetscapes represent, perhaps, the most important open space within a downtown setting. There are several opportunities to enhance the streetscape environment in St. Albans. Because of costs associated with these projects, the streetscape improvements will need to be done in phases. While detail designs will need to be developed for each of these streetscapes, the master plan illustrates overall concepts to consider. Generally, the streetscapes may include scored concrete paving, street trees (with expanded tree pits and root zones), ornamental lighting, furniture (benches, trash receptacles, tree bollards), flower pots and outdoor dining areas. In addition, it is important to include bicycle racks to accommodate bike parking and to encourage bicycle use. This follows on with the recommendations of designing for bicycle lanes along the Federal Street corridor, as described in the *Federal Street Corridor Study – 2005 Update. Preliminary Estimates of Probable Construction Costs are included in Appendix A of this report.*

Following is a description of the most significant streetscape projects for St. Albans:

4.1 Main Street (#4A and #4B)

Streetscape enhancements for Main Street should be considered from Lower Welden Street to Brainerd Street, however, this overall project can be divided into logical phases. The initial phase (#4A) should focus on the Downtown Core Block and Taylor Park frontages to create a “sense of completeness” for the heart of downtown and build on investments occurring in the park and in businesses along Main Street. Logical project limits are between Fairfield and Hudson Streets, however, Center Street could be the northern limit, depending on budget limitations. Later phases (#4B) would include the stretch from Hudson (or Center) to Brainerd and from Fairfield to Lower Welden.

While each street in the downtown will require different design solutions, the streetscape for Main Street should set the standard for other streetscape improvements in terms of quality and establishing standards for lighting, street furniture and tree planting techniques. Design recommendations include:

- **Removal of Overhead Utility Lines:** St. Albans is fortunate that most of the overhead utility lines are to the rear of the buildings along Main Street and only minor lines exist overhead in the front along some segments of the street. Burying these overhead lines on both sides of Main Street as part of the enhancement project would make a significant positive impact on the image of both Main Street and Taylor Park.
- **Concrete Paving:** Scored concrete paving is the most practical paving surface for the sidewalks and can be quite attractive if careful attention is given to the scoring pattern. Generally, there should be score lines along the length of the sidewalk that define a “building zone,” a “walkway zone” an “amenity zone” and a “utility zone.” Cross score lines would then divide the pavement into smaller modules. One way to add subtle variety is to utilize a different concrete texture, such as exposed aggregate,

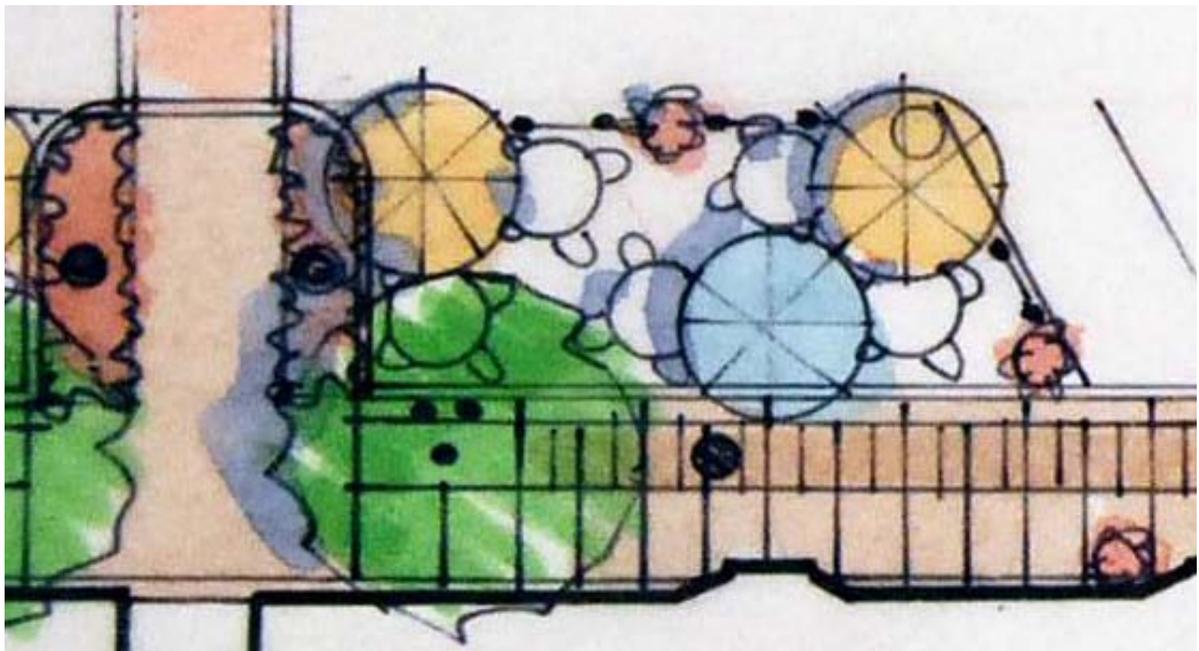
within the amenity zone where the tree pits are located. This zone could also be the zone where pavers are used if there is a desire to include them in the streetscape. The utility zone is a narrow band between the curb and street trees where electric lines (for lights), the existing overhead utility lines and other cables could be located.

- **Potential Permeable Paving in Parking Zone:** There has been quite a bit of interest in incorporating permeable paving into the streetscape area. While this may be difficult on the sidewalks, there is the possibility to consider it within the parking areas along Main Street. Not only would this minimize storm water runoff, but it would also visually reduce the width of the roadway by defining three distinct zones. This appearance is actually evident in historic photographs of Main Street, most likely due to the travel lanes being paved more regularly than the parking zones.
- **Temporary Expanded Sidewalk Areas:** There is a desire to accommodate more outdoor dining areas for restaurants which not only provide options for restaurant patrons but also provides highly visible activity on the sidewalk. Because of the short summers, it does not make sense to construct permanent sidewalk expansion areas, however, there is the opportunity to “rope off” a few parking spaces at various locations along Main Street and utilize these for outdoor tables. These areas could be defined by flower pots and a simple ornamental bollard and chain system. In the colder months, the spaces would revert back to parking. The master plan illustrates a few areas where this concept might work. The real advantage is that it is a flexible system that can be relocated along different areas of Main Street. While the parking zone is fairly level and would be able to accommodate chairs and tables, long-term consideration might be given to creating a modular decking system that could be easily installed (and removed) to bring the dining area up to sidewalk level.
- **Street Trees:** Street trees are an important element within the streetscape as they help to provide scale and, more importantly, shade which creates a more comfortable pedestrian environment. It is important not to “wall off” great architecture with too many trees, however. It is also important to provide trees with the best growing environment as possible. The plan illustrates tree wells that are approximately 4’ x 8’ with extended root zones underneath as described below. In terms of species diversification, the recommendation is to provide a variety of tree types but within an organized pattern as shown on the diagram below. For example, one type of tree could be used to anchor street corners and a different type could be used between street intersections. Recommended species suitable for urban conditions and the climate in St. Albans include Thornless Honey Locust, Northern Red Oak and Liberty Elm.
- **Extended Root Zones:** The use of extended soil panels beneath the sidewalk is recommended to establish a better growing environment for the trees. One system that allows this is the “Silva Cell” by Deeproot as shown below. The ideal condition is to extend this system along the entire amenity zone connecting tree wells. This may be cost prohibitive, however, so an alternate solution would be to use it to increase the growing area of each tree pit.

- **Tree Bollards:** Because of the use of angled parking along Main Street, street trees are often damaged by cars as they pull to close to the tree or even into the tree. Ornamental black metal bollards should be considered at each tree to provide a barrier between the cars and the trees.
- **Ornamental Lighting:** Pedestrian-scaled ornamental lighting should be provided along the streets to match the historic lights that were once used extensively in St. Albans as shown below. There are a number of manufacturers who produce standard designs similar to the historic fixture. The preferred fixture should be selected during the detail design phase. Black poles and globe coverings are recommended.
- **Mast Arms for Signals:** Streetscape improvements should consider replacing traffic signals with standardized mast arms that are black in color to match street lights and other street furniture.
- **Banner Poles:** 25-30' high poles (black) should be erected midway along Main Street to allow hanging event/festival banners across Main Street.
- **Flower Pots:** A flower pot program may also be considered for the amenity strip, utilizing a standard pot design. The pots could also be used to help define the temporary seating areas described earlier.
- **Benches:** A standard bench design should be used for streetscapes. Benches should be limited to high traffic areas such as near street crossings and intersections. A black bench with recycled plastic timbers is recommended such as the Victor Stanley Classic Series Bench.
- **Trash Receptacles:** Trash receptacles that are compatible to the bench standards should also be selected such as Victor Stanley Steelsites Trashcan.
- **Bike Racks:** Bicycle accommodations should be provided throughout the downtown. Rather than bulky bike racks, individual loops provide more flexibility and can be provided in a variety of locations. They should be compatible with the other site furniture in color and design, such as the Victor Stanley Prairie Sites Series.
- **Wayfinding Signage:** The streetscape should incorporate wayfinding signage directing both vehicular and pedestrian traffic to attractions and parking resources. Signage designs utilizing St. Albans' "brand" were developed as part of the February 20, 2006 *Market Analysis and Marketing Plan for St. Albans*. Some are pictured on the following pages.



Main Street Streetscape: Consideration may be given to providing permeable or stamped paving (if permitted by State Highway Department) in parking zone along Main Street as shown in photo (top left). Photo (top right) illustrates simple but elegant streetscape design with a “building zone”, “walkway zone” and “amenity zone.”



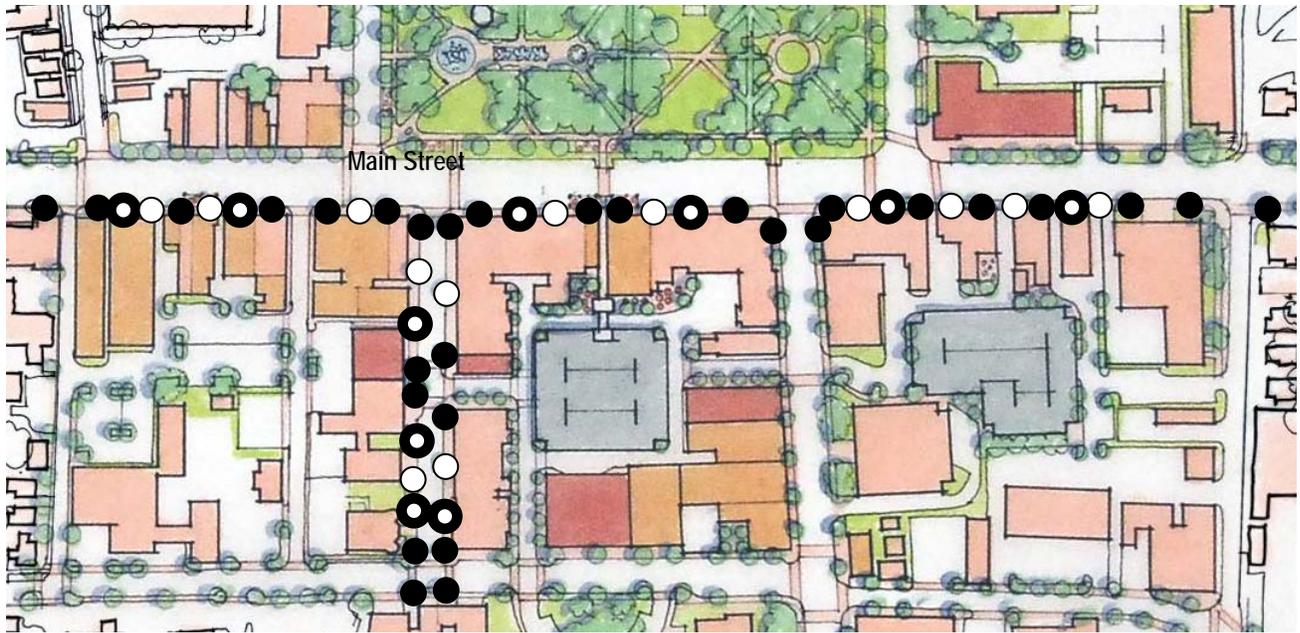
Main Street Streetscape: Drawing above illustrates the potential scoring pattern for the sidewalk and how seasonal seating areas could occur in place of some parking spaces.



Main Street Streetscape: View showing extended tree planters and extended root areas in “amenity zone”. View also illustrates the use of bollards to protect trees and the use of parking spaces for seasonal outdoor dining.



Main Street Streetscape: Aerial view showing seasonal outdoor dining areas adjacent to central crosswalk area. View also illustrates potential for overhead event banner.

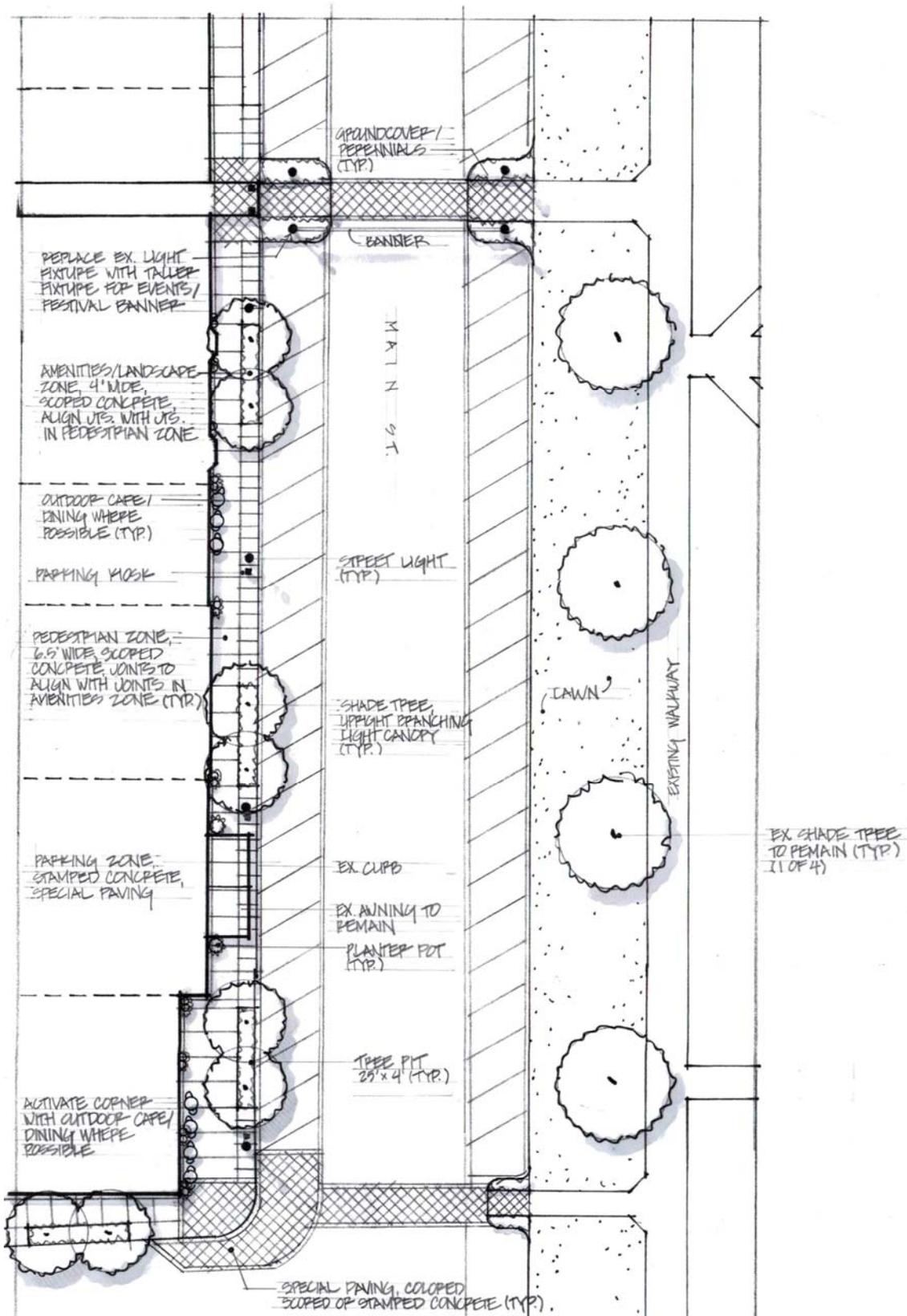


Street Tree Diversity: Diagram illustrates how a diversity of tree species can be accommodated while maintaining an overall organization. The same tree species could be used to flank important buildings and intersections with different species used in between.

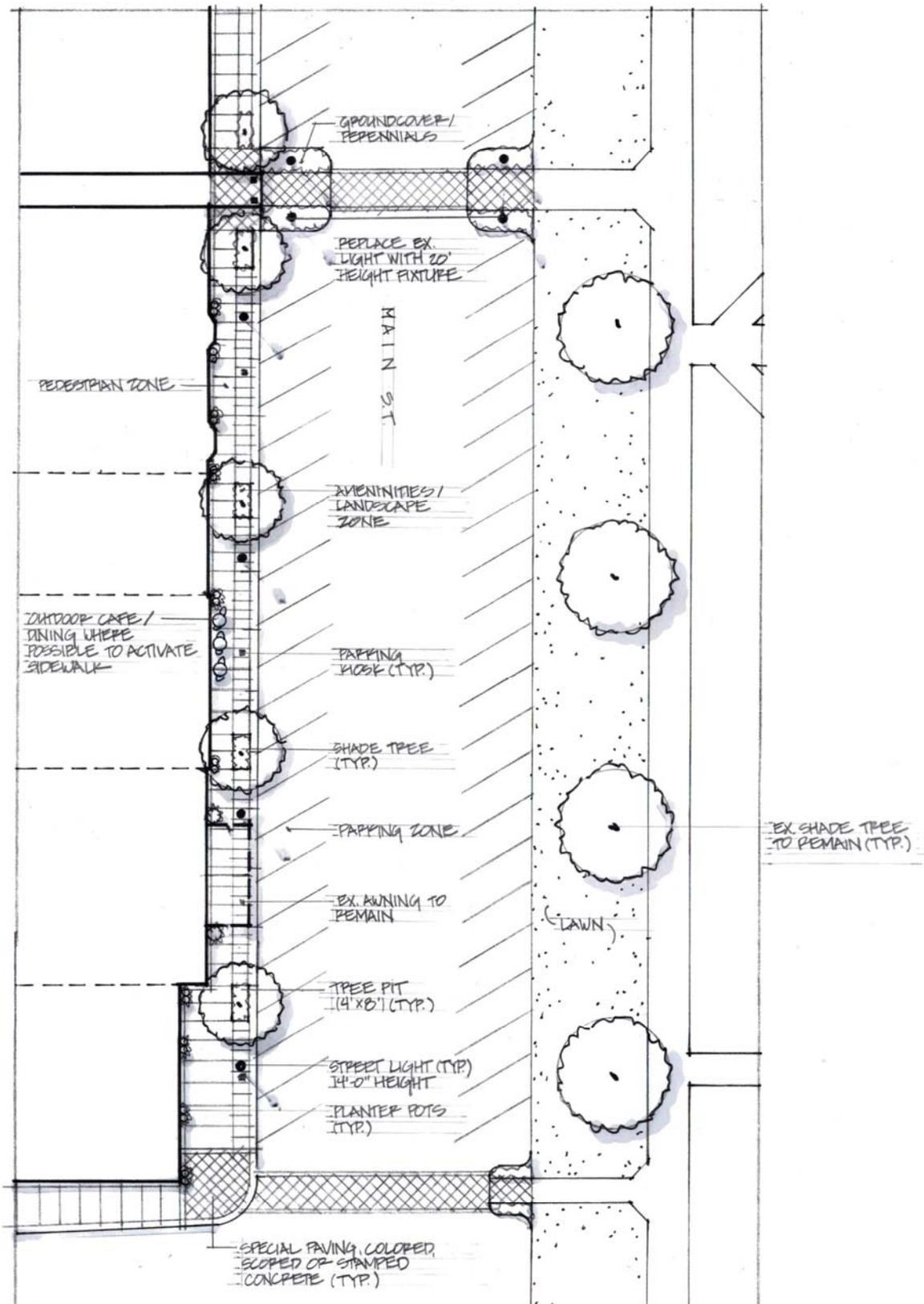


Extended Root Zones: The diagrams above illustrate the use of extended root zones using “Silva Cells” by Deep Root which support compacted soil (and paving) while allowing for soil medium and root growth to extend underneath the sidewalk.

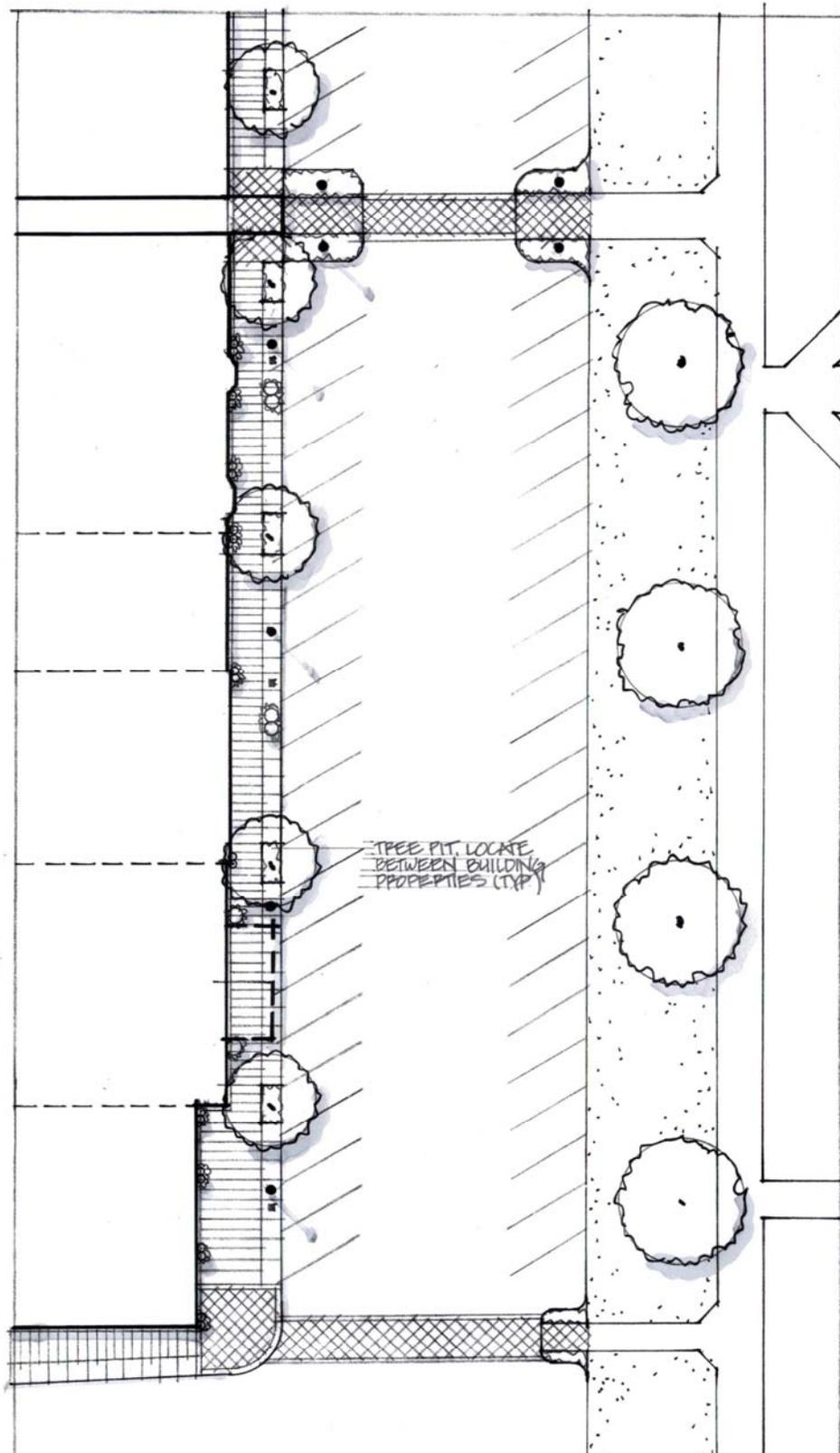
The plans and sections on the following pages of this report illustrate alternative concepts that were developed as part of the planning charrette. These concepts illustrate how the streetscape design might explore different solutions in terms of tree placement and sidewalk scoring. As the streetscape project becomes a reality, all of the approaches identified should be given consideration.



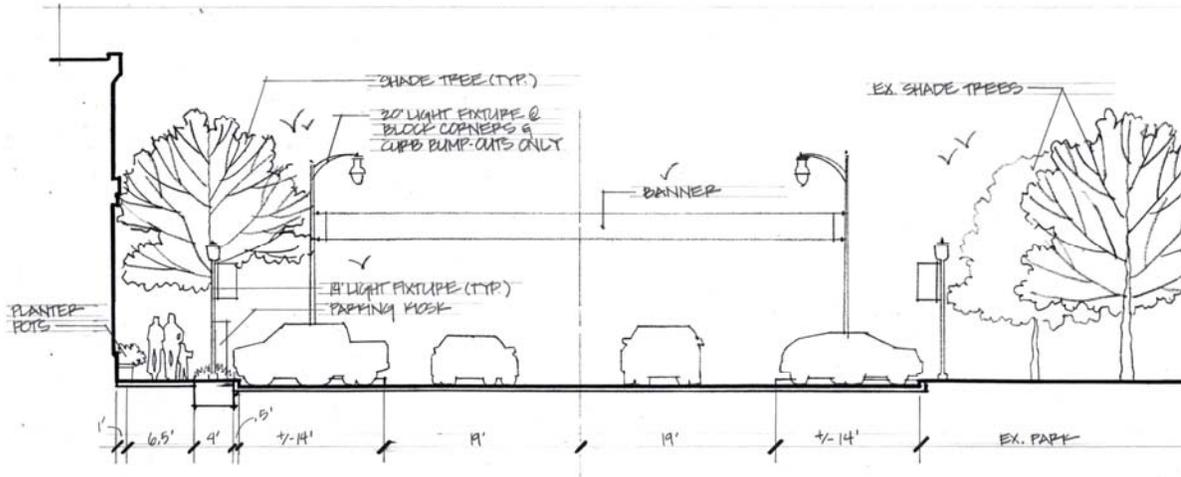
Concept A: Plan view showing oversized tree planters with 2 shade trees grouped together. Concept also illustrates potential to distinguish angled parking zone with different asphalt texture.



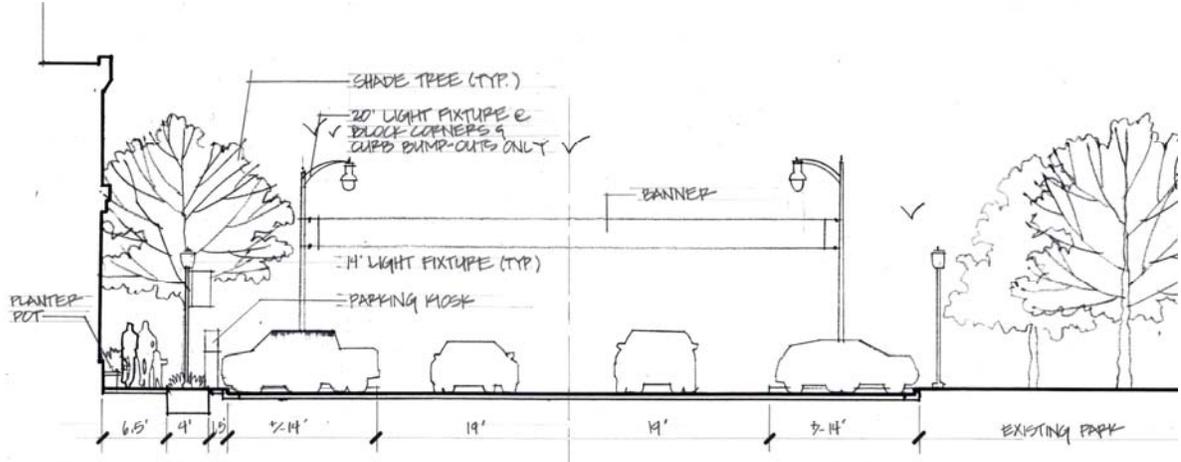
Concept B: Plan view showing regularly spaced tree pits set 18" back from curb to allow for "utility zone."



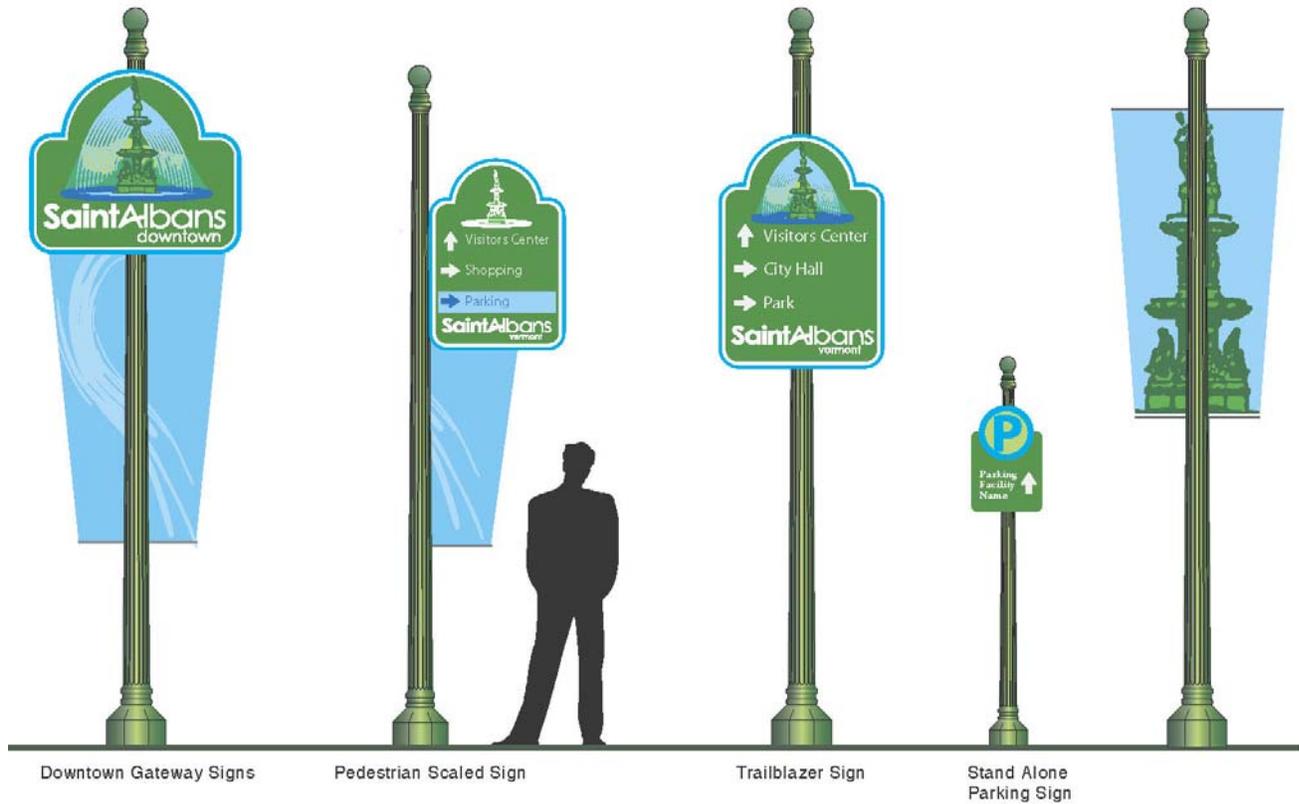
Concept C: Plan view showing tree pits located at curb line but spaced at building property lines (to frame storefronts) as opposed to a regular spacing.



Concepts A and C Section: Illustrates 1' "building zone" scoreline adjacent to building and tree planter adjacent to curb line.



Concept B Section: Illustrates no "building zone" score line but includes 18" "utility zone" with tree planter set back from curb.



Wayfinding Signage: Examples of the wayfinding signage concepts developed as part of the Market Analysis and Marketing Plan for St. Albans (top). The bottom model view shows how the signage can be incorporated into the Main Street streetscape design.



Ornamental Lighting: *St. Albans at one time had ornamental lighting along its downtown streets as shown in the historic photograph (top left). Numerous manufacturers have standard light fixtures that are a close match, as shown above (top center and top right) by the manufacturer Sternberg.*



Site Furniture: *The above illustrated site furnishings represent the style that should be considered for St. Albans. The bench is the Classic Series C-138 Bench (Wood or recycled plastic timbers). The bike rack is the Prairie Sites Series and the trash can is the Steelsites Series NSDC-36. All are manufactured by Victor Stanley.*

4.2 Kingman Street (#4C)

After Main Street, the Kingman Street streetscape should be the next priority as it borders the Core Block and contains a number of infill and redevelopment opportunities. Kingman Street also has a comfortable scale and a strong “sense of place” because of its short length (one block) and the distinctive architecture defining each side of the street. This street would be an ideal “festival” or “event” street. The streetscape improvements for it should utilize the same lighting, street furniture, tree diversity and paving concepts described for Main Street. In addition, however, consideration should be given to widening the sidewalk areas to allow for more pedestrian space, tree planting and outdoor dining opportunities in the future. This can be accomplished by replacing the angled parking with parallel parking and using “curb extensions” at the intersections. While this will result in fewer on-street parking spaces, the loss can be accommodated by the new parking structure in the Core Block. The minor overhead utility lines along some stretches of Kingman Street should also be buried as part of the streetscape enhancement project.

4.3 Lake Street (#4E and #4F)

Lake Street is an important street as it is the primary link to the waterfront and an extension of the commercial district to the west. Streetscape improvements here could be phased, with the section between Main and Federal Streets being the higher priority. Streetscape improvements here should utilize the same elements and materials described for Main Street, however, narrower sidewalks in many areas may limit the ability for street tree planting. Similar to Main and Kingman Streets, the overhead utilities are fairly minor along Lake Street and should be buried as part of any enhancement projects.

4.4 Federal Street (#4G)

As the Federal Street project moves forward, streetscape enhancements for it should be compatible with those described above (ornamental lighting, street furnishings, tree plantings, way-finding, etc.) so that there is a common identity for the downtown area. Obviously, unique challenges for this important corridor will dictate the application of these standards.

While there are many factors determining the ultimate alignment of Federal Street, Alternative 1 at Lake Street (Traffic Signal Aligned with Catherine Street) as outlined in the *Federal Street Corridor Study-2005 Update* is the least disruptive to the downtown and appears to be the most pedestrian-friendly.



Kingman Street Streetscape: Two views showing streetscape enhancements for Kingman Street. Angled parking is replaced with parallel parking to allow for sidewalk widening. Lost parking is accommodated in the new parking structures.

5.0 *Taylor Park Improvements*

Taylor Park is a remarkable urban open space that truly represents the centerpiece of St. Albans. In recent years, the City of St. Albans and many stakeholders have been giving more attention to the park and have made impressive progress in improving the image and function of the park. Numerous stakeholders spoke highly of the recent park improvements that include the new demonstration permeable walkway, tree pruning and replacement program and attention to the fountain to name a few.

While the downtown master plan effort did not focus specifically on the park, it is important to identify a few key recommendations that can be incorporated into on-going park improvement efforts to continue strengthening this open space resource. A diagram of the park is included on the following page as well as in the Master Development Plan. Some specific recommendations for Taylor Park are described below:

5.1 Design Considerations

5.1.1 *Open View Corridors (#5A)*

The City and key park stakeholders currently have a tree placement strategy in place which is well thought out. The strategy calls for the following:

- **Tree Removal:** Dead or trees in very poor condition will continue to be removed. For trees located between Main Street and the fountain and between Main Street and the Civil War memorial that are scheduled to be removed, they will not be replaced in the same location so as to maintain views to these important park features.
- **Tree Planting:** Similarly, any new trees that are proposed will be planted so that view corridors to the fountain and monument will be maintained. Consideration might be given to allowing some trees to encroach on these areas, provided they are high canopied shade trees that would allow for views underneath the canopies.
- **Tree Species:** The majority of trees planted in the park (not just in front of the fountain or the memorial) should be high canopied shade trees as they allow for unobstructed sightlines into and out of the park (and to the historic churches along Church Street). Visibility is an important consideration for the viability of the park as there is an enhanced sense of safety (and comfort) for people if sightlines are maintained. In addition, greater visibility also makes it less desirable for people to engage in the wrong type of activity. Small ornamental trees tend to obscure sightlines and should, therefore, be used sparingly, if at all. In fact, historic photographs of the park reveal that the tree cover was predominantly high-canopied shade trees (mostly Elms) in the past. Because of the problems with Elms (and potential problems with using just one tree species) the City is correct in trying to achieve species diversity throughout the park.
- **Tree Pruning:** In addition to planting trees in the correct locations, existing trees can continue to be pruned to raise the canopies and enhance sightlines. The City has already done a commendable job in raising these canopies and opening visibility into the park.

5.1.2 *Splash Pad (#5B)*

Consideration is being given to converting the existing reflecting pool into a splash pad. This is an excellent proposal as it will help draw people, particularly young children, into the park and activate the park more. People are generally attracted to where other people are so any additional activity will be a positive addition to the park. This also supports the safety of the park and perceived safety. The more positive activity that occurs, the less desirable the park is for unwanted activities.

Because St. Albans experiences long winters, consideration should be given to working with local artists to develop an ornamental grate or paving pattern so that the splash pad has an aesthetic quality when the water is turned off.

5.1.3 *Future Gathering Area (#5C)*

The south end of Taylor Park has always lacked a significant gathering area or “node” such as the space associated with the fountain at the north end. Consideration should be given to establishing a gathering space to “anchor” the southern end of the park as shown on the diagram if permitted because of the historic nature of the park. This space could be designed to appeal to St. Albans’ youth and the design could engage students from the high school and help activate this part of the park.

5.1.4 *Outdoor Dining (#5D)*

The availability of food is one of the most important factors in activating a park and creating a vibrant urban open space. Because of Taylor Park’s location along Main Street, the park can benefit from its proximity to the numerous restaurants that exist downtown. In addition, there is an opportunity to capitalize on the park to provide additional outdoor dining options for downtown. Consideration should be given to providing portable tables and chairs in park areas close to Main Street, particularly the northwest corner and near the mid-block crossing of Main Street. If the Handy’s Toyota site is ever converted to mixed-use development in the future (#2K), the southwest corner of Taylor Park would also be a potential location for portable tables and chairs. The advantage of portable chairs and tables is that people can move them around to be in the sun or shade, alone or in groups. If there is concern with theft, they can be chained together over night. The City and merchants/restaurant owners could establish a partnership to coordinate the logistics for the management of the outdoor tables and chairs, with the program starting small and growing if successful.

Columbus, Mississippi has a very successful program for utilizing outdoor seating in an otherwise little-used courtyard park. During noontime concerts in the park, a different restaurant each week gets to sell ready-made sandwiches or salads which they bring in coolers from their restaurants. The program has been so successful that each year, restaurants all compete for the first concert. In the evenings, servers from nearby restaurants visit the park (during evening concerts) to take advance orders for patrons who then visit the restaurant after the concert.

5.1.5 *Accessible Entrance (#5E)*

The City currently has plans to provide an accessible ramp along the west side of the park, on Church Street, where there is a steep gradient between the street and the park. This is a good idea and will

make the park more accessible to people who cannot navigate steps. As this project is developed, consideration should be given to a thoughtful design that appears to be a coherent part of the park. The areas around the ramp could provide opportunities for accent plantings and flower beds to demarcate this as an important park entrance.

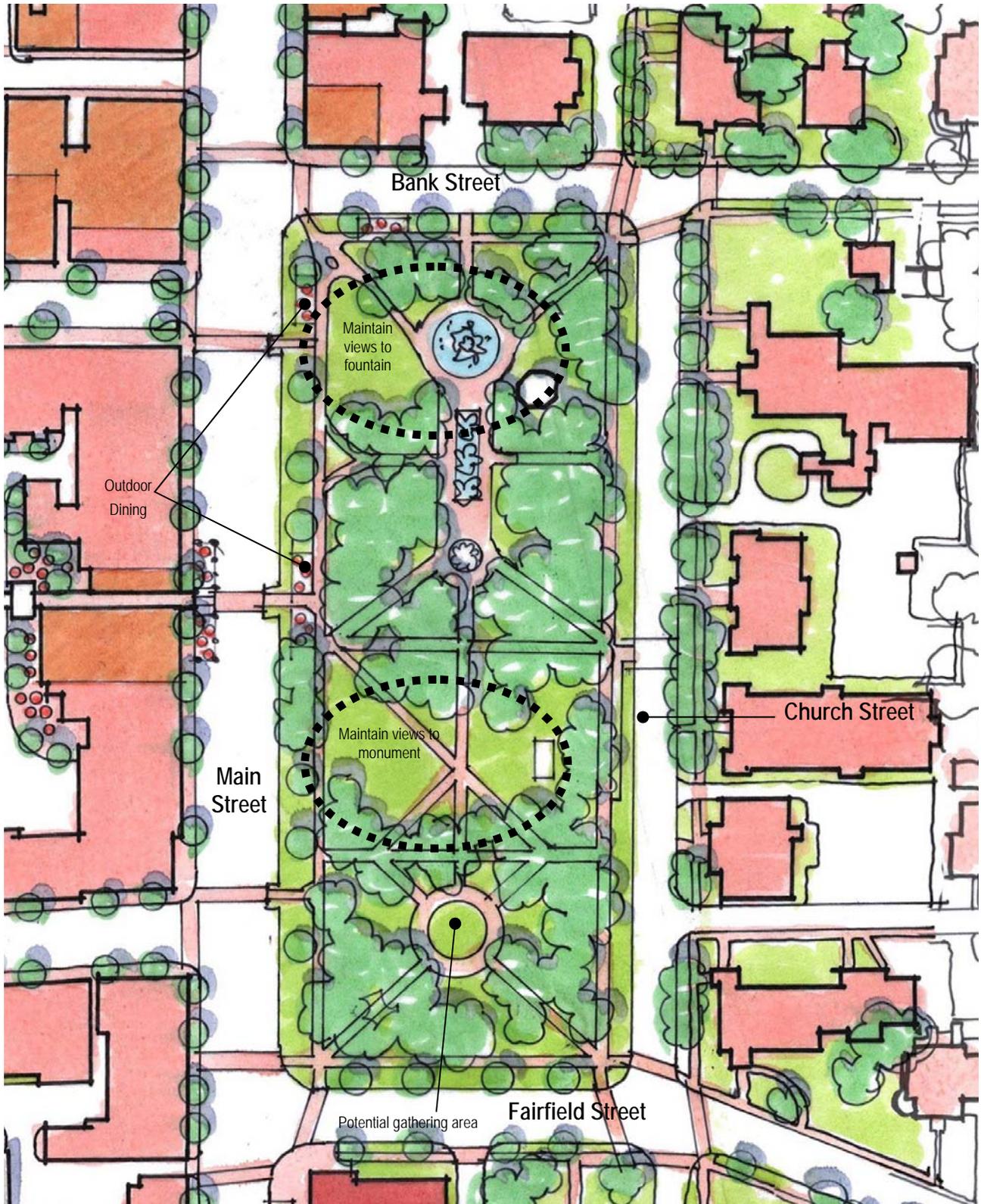
5.1.6 Memorial Program

Parks, as well as campuses and other institutional grounds, can often suffer from being receiving grounds for countless monuments, memorials, and commemorative planting if no guidelines are in place for accommodating them. While the park stewards do seem to control what is placed in the park, consideration should be given to formalizing a “memorial program” that identifies specific locations for potential future memorials or monuments. This program could also provide guidelines for appropriate scale of memorials and monuments as well as acceptable plant species that might be utilized. As various interest groups or individuals come forward with a request for a memorial planting or feature, they can then be guided to the appropriate location with appropriate design parameters.

5.2 Taylor Park Master Plan

Clearly, there are a lot of good efforts occurring that are enhancing Taylor Park as the centerpiece for St. Albans, however, there does not appear to be any documentation of what future enhancements are or where they are located. Consideration should be given to developing a stakeholder-based master plan for Taylor Park that documents the activities described above and provides a long-range plan with additional incremental enhancement projects. The master plan could include capital improvement projects (both small, “easy” projects and larger complex projects) along with implementation responsibilities and budgets. The master plan could serve as a consistent guideline for the protection and enhancement of the park as City leadership and park stewards change over time.





Taylor Park: Tree planting should emphasize high-canopied shade trees that don't obstruct views, particularly to the Civil War Monument and the fountain. There is an opportunity to create a focal point/gathering area at the south end of the park as well as to take advantage of the park setting for seasonal outdoor dining in the areas closest to restaurants.

6.0 Implementation Strategy

Implementing a plan of this nature takes creativity, nimbleness, and time. More importantly, it involves a strategic partnership between the public and the private sectors. This chapter of the report will identify and explain the potential sources of funds that might be available to implement the plan. These include grants, tax credits, and specific resources available to St. Albans. These sources will be matched to projects for public sector improvements (streets, parking, sidewalks), property owner improvements, business owner improvements, and potential funding for project investors that might be interested in new projects in St. Albans.

The chapter concludes with a funding scenario for the improvements identified in the plan. The scenario presents potential funding amounts, sources, and prioritization of projects. The scenario should be used as a guide as funding sources change, priorities shift, and opportunities present themselves that might not have been contemplated during the master plan process.

6.1 Potential Funding Sources

6.1.1 Grants

The following list is not designed to be exhaustive but rather to provide insight into some of the grant funds that might be assembled to implement various recommendations of this master plan. Most but not all grant programs will go toward public sector projects. Additional details on each of these grant programs can be found on website links at the end of each description.

Urban and Community Forestry Trees for Local Communities (TLC) Grants. These grants are currently suspended for 2009. However, in the past Vermont has offered grants to support local urban and community forestry projects. These grants have included planting programs in urban areas and have been awarded in amounts up to \$4,000. If reinstated, these grants could fund street trees in the streetscape improvement project for downtown. www.vtfpr.org

EPA Stormwater Grant. The EPA and the Vermont DEC both offer limited grants to communities seeking to improve stormwater runoff issues in urban areas. This grant might be used to assist in sensitive stormwater planning and improvements in the streetscape work for downtown. www.epa.gov <http://www.vtwaterquality.org/>

USDA Rural Development Grants. The USDA Rural Development offers a number of grant programs that can support economic development and community facilities in rural communities. These grants have funded both feasibility studies for projects as well as capital expenditures for projects found to be feasible. For St. Albans, these grants might be used to explore the scope and feasibility of some sort of community meeting facility in downtown as mentioned in chapter three of this report. The economic development grants could also be used by private sector enterprises seeking to locate in downtown St. Albans. www.rurdev.usda.gov/

Community Development Block Grants (CDBG). Traditionally used for housing, these HUD grants can be dedicated to economic development projects that eliminate slum and blight and/or benefit people with low to moderate incomes. Grants are available for planning and for capital

improvement projects. Funds for this program are administered through the Vermont Community Development Program. www.dhca.state.vt.us

Certified Local Government Grants. These grants focus on historic preservation and can be used a number of ways including downtown planning, public education, and building feasibility studies. St. Albans is a Certified Local Government and may apply through the Division for Historic Preservation at www.historicvermont.org.

Preservation Trust of Vermont. The Preservation Trust of Vermont offers a host of grant programs ranging from assistance with building condition assessments to rehabilitation grants. From time to time, the Preservation Trust of Vermont has also been able to assemble special grant programs targeted for particular community needs. www.ptvermont.org

Transportation and Street Related Grants. The Vermont Agency of Transportation offers a number of grant opportunities including downtown oriented grants, transportation enhancement funds, and safe routes to school grants for infrastructure improvements. These grants might be specifically used in the school area to improve sidewalks, bike facilities, pedestrian signals, signs, pavement markings, traffic calming and other improvements. www.aot.state.vt.us
www.saferoutesinfo.org

Preserve America. St. Albans has been declared a Preserve America community. This is a partnership of federal and non-profit groups to bring recognition, enhanced community visibility and pride to communities. As a declared community St. Albans is eligible for federal grants that could focus on promoting heritage resources such as downtown. www.preserveamerica.gov

Downtown Transportation Fund Grants. These grants are available to finance transportation-related capital improvements in support of economic development. www.historicvermont.org/programs/dtfguide.pdf

6.1.2 Tax Credits

As with the grant programs, the following list is not designed to be exhaustive but rather provide a synopsis of the funding available to offset expenses in rehabilitating buildings in downtown. The Vermont Division of Historic Preservation has an excellent synopsis of each of the tax credits listed below on their website at www.historicvermont.org.

Accessibility Tax Credit State and Federal. Both Vermont and the Federal Government offer Accessibility Tax Credits to help offset the expenses of renovating buildings to allow accessibility by the disabled.

Federal Rehabilitation Tax Credit and Vermont Historic Buildings Tax Credit. The Federal Government offers a 20% tax credit for the substantial renovation of National Register Listed, eligible, or district contributing properties. The renovation must be for an income producing use. The state of Vermont offers a piggyback program in the form of a 10% State Historic Rehabilitation Tax Credit.

State Façade Tax Credit. Buildings built before 1983 that do not qualify for the Federal and State programs may qualify for a separate 25% Vermont state tax credit exclusively for Façade improvements.

State Code Improvement Tax Credit. This 50% credit applies to the costs of bringing a building into compliance with state building codes, to remove hazardous materials, or to redevelop a contaminated property. These credits are available for hazardous material removal, elevators, sprinkler systems, and assistance with redeveloping hazardous properties. It can be combined with the credits mentioned above.

New Markets Tax Credit (NMTC). This program enables taxpayers to receive credits against federal income taxes for making up to \$15 billion in investments in designated Community Development Entities (CDEs). NMTCs are allocated annually to CDEs under a competitive process. The CDEs sell the tax credits to investors in exchange for stock or a capital interest in the CDEs. To qualify as a CDE, an organization must have a mission of serving, or providing investment capital for, low-income persons or low-income communities. The rules for how the CDE serves low-income populations have several parameters and the NMTC needs to be explored on a case-by-case basis. Vermont Rural Ventures received \$30 million in NMTCs to allocate for housing and economic development projects throughout the state (at www.vhfa.org). Information on these programs can be found at the Community Development Institutions Fund of the Federal Government at the following website: www.cfifund.gov.

6.1.3 Local Sources of Funds

Perhaps the most encouraging aspect of this master plan is that St. Albans is already poised with funds to launch into implementation of the project. These funds coupled with additional techniques outlined below are likely to be the earliest sources of success in the revitalization process for downtown.

\$380,000 allocation for Streetscape. St. Albans was the recipient of a federal allocation for streetscape improvements in downtown. This allocation will allow the City to springboard a phase one implementation of streetscape improvements.

Tax Increment Financing District. Vermont Statute §1893 authorizes the creation of Tax Increment Financing districts to provide a financing technique to fund infrastructure improvements in communities. Tax increment financing (TIF) is an innovative tool used by cities and counties to help pay for various public improvements within a redevelopment area. The Vermont Economic Progress Council must approve TIFs in the state and there is a thorough set of standards and requirements set forth in the code.

The Vermont Department of Economic Development provides a concise definition of TIF in the state on its website, “Governmental bodies that draw taxes from the identified area agree to the development, draw the TIF district around the area, and freeze its tax base. The taxes on the frozen base continue to go to the taxing authorities. Infrastructure improvements are made and private developers, enticed by the improved infrastructure, build within the District. The property tax revenues that were flat or declining now increase. This rise, or tax increment, is captured and set

aside to help retire the debt that funded the public infrastructure improvements, for a specified length of time. Once the debt is retired, the higher taxes revert to the taxing authorities.”

For instance, there may be a vacant property within a TIF district which generates \$X amount of taxes every year. When this property is developed, its tax value would naturally be greater due to the improvements (\$X for the land prior to being built upon plus \$Y for the improvement). In this overly simplified example, each taxing agency would continue to receive taxes based on the original \$X. However, the taxes resulting from the increase in tax value, or \$Y, would be placed into a special fund and used to issue TIF bonds and pay for redevelopment projects. St. Albans is in an ideal situation to create a Tax Increment District. The downtown area is in need of public sector improvements that will foster development activity in the downtown. The Vermont Department of Economic Development has a complete description of the process for creating a TIF district in the state at the following website: economicdevelopment.vermont.gov

Act 250 Settlement. The proposed settlement from Act 250 on the Wal-Mart development in St. Albans Town could provide the City of St. Albans up to \$750,000 for improvements in downtown. This settlement is perhaps the least restricted funding option available to the community and as such should be used as a “gap financing” technique to leverage other funding opportunities.

Direct Allocation of Funds. Of course, St. Albans can pursue a series of efforts to allocate funds directly to enhancing the economic prosperity of the community. Cities in America (and St. Albans is no exception) are facing challenges as populations decline, investment migrates to suburban locations, and industries close within city limits. Many cities have made deliberate decisions to consolidate services and reallocate funding to create economic development redevelopment within city limits to stem this trend of disinvestment. St. Albans can explore options to directly allocate funds as an investment in the future tax base of the community.

Disposition of Public Property. Perhaps one of the most under-rated methods of infusing investment in a community is the creative disposition of strategic publicly owned properties. St. Albans has a number of publicly owned parking lots, a former industrial site, and a scattering of other public properties that might be ideally suited for future redevelopment. The Development/Redevelopment/Parking Opportunities section of this report (Chapter 3) indicates options for the reuse of many of these sites. Others such as the Fonda/Solo Paper site could be used as redevelopment or as land swaps with other property owners. St. Albans should be poised to provide these sites as incentives for private investment through public private partnerships, creative financing, creative sales terms, and other options.

6.2 Potential Funding Scenario

As mentioned in the introduction of this chapter, this is a funding scenario designed to take the opportunities outlined above and create a prioritized strategy for launching the master plan. Again, these priorities and funding sources should be flexible and the listing of funding options is in no way exhaustive.

Priority One Project: Streetscape Improvements to Main Street. The focus of this project should be in the downtown core block with Taylor Park frontages with potential expansion to Brainerd and

Welden Streets. This should be the initial phase of a public infrastructure project. This project should be funded with the following sources:

- Streetscape allocation \$380,000
- DT Transportation Fund \$75,000
- Community Forestry Grant if available
- EPA Stormwater Funds if available
- Act 250 Settlement if needed

Priority Two Project: Create a Façade Improvement program. While the streetscape project is being implemented to improve the public sector, an incentive should be given to private property owners to improve their buildings in accordance with the suggestions of Chapter 4. There are several potential ways to capitalize such a program:

- Both the USDA and CDBG funds have been used to create a façade improvement program. St. Albans should pursue \$200,000 from these sources to capitalize a façade program.
- In addition, St. Albans should market the Tax Credits outlined above as companion funding sources directly to the property owners.
- If needed, the Act 250 settlement could allocate gap funds to capitalize the façade program.

Priority Three Project: Redevelop the Core Site. The Core Site in downtown St. Albans is perhaps the most talked about property in downtown. It is large, has multiple access points, and has the potential to include adjacent undeveloped or underdeveloped properties. The recommendations in Chapter 3 show how this site might develop using parking, new buildings, and an internal circulation pattern. This site will require a public private partnership between the City of St. Albans and a developer. As such it is an ideal candidate for the following:

- Tax Increment Financing district. This is perhaps one of the most “textbook” examples of a potential TIF project in any community – a publicly owned site ideally suited for redevelopment *but for* the lack of infrastructure to support redevelopment on the site, poor connections to the street, in adequate parking to support new development, and lack of investment to encourage a solely private sector initiated project.
- New Markets Tax Credits and other potential incentives could be leveraged on this redevelopment site as well.
- Again, if needed the Act 250 funds might go toward gap financing or security for funding on this project.

Priority Four Project: Develop a capital fund to encourage investment in the community. One of the major obstacles to development in communities is a lack of *flexible* capital. St. Albans should consider a self financed revolving fund, loan guarantee fund, or similar mechanism to foster investment in downtown. A minimum of \$500,000 should be considered. There are three major ways to capitalize such a fund in St. Albans:

- When publicly owned property is sold, that money could be funneled into a fund for economic development in the community.
- USDA Rural Development funds offer a chance to capitalize such a revolving fund.
- Perhaps the best use for the Act 250 funds (provided they aren’t used up in the prior three projects) is to help capitalize such a fund.

Priority Five Project: Wayfinding signs. These signs will to direct visitors to downtown and once downtown to parking venues. These signs are critical to instill community pride, direct visitors to downtown, and enhance the visual appearance of St. Albans.

- Preserve America will allocate up to \$200,000 for projects in communities.

Priority Six Project: Pursue an arts/meeting facility as a catalyst to encourage private sector investment and bring people downtown. There is considerable discussion in the community about a potential meeting center, arts facility, or related catalyst project in downtown. Chapter 3 of this report presents a number of sites that might be considered for such a project. This plan does not attempt to zoom in on a particular site because additional due diligence is necessary to understand the scope of the facility and the feasibility of funding such a project. Fortunately, there are a couple of sources that might be ideal to fund a feasibility study for the project:

- USDA Rural Development specifically funds feasibility studies for community meeting facilities.
- Foundation funds are more frequently available for arts, education, and community related facilities. These could be pursued to further study sites particularly if the sites are in historic buildings.

Conclusion

This list of projects identifies above encompasses and can encourage many additional potential renovations, investments, and improvements to downtown St. Albans. The community is poised for incredible success as it looks to the future. This plan aspires to provide a roadmap for this success. This plan is flexible, fundable, and realistic. This plan coupled with the aspirations of many St. Albans residents, business owners, property owners, and potential investors will yield rich dividends for downtown for years to come.

7.0 Appendix A: Preliminary Estimate of Probable Construction Costs

Phase	Description	Length	Cost/LF	Total Cost
Main Street				
4A:	Fairfield to Hudson West Side (Full Streetscape)	1,120 LF	\$800-1,250	\$896-\$1,400K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Full Width Concrete Sidewalks (14,000 SF @\$8/SF = \$112,000) ▪ Special Paving at Tree Pit (800 SF @ \$12/SF = \$9,600) ▪ Silva Cells at Tree Pit (25 Pits @ \$2,000/Pit = \$50,000) ▪ Ornamental Lights (18 @ \$5,000/EA = \$90,000) ▪ Benches (10 @ \$1,000/EA = \$10,000) ▪ Trash Receptacles (8 @\$800/EA = \$6,400) ▪ Street Trees (25 @\$500/EA = \$12,500) ▪ Signal Mast Arms (\$150,000/Intersection) (1 Set at Lake) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Pavement Treatment of Parking Spaces ▪ Underground Overhead Utilities ▪ Construction Staging ▪ Mobilization/Sediment Control ▪ Demolition ▪ Drainage Inlets/Structures 			
	Fairfield to Hudson East Side (Full Streetscape)	400 LF	\$800-1,250	\$320- 500K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Full Width Concrete Sidewalks (4,800 SF @\$8/SF = \$38,400) ▪ Special Paving at Tree Pit (256 SF @ \$12/SF = \$3,072) ▪ Silva Cells at Tree Pit (8 Pits @ \$2,000/Pit = \$16,000) ▪ Ornamental Lights (6 @ \$5,000/EA = \$30,000) ▪ Benches (2 @ \$1,000/EA = \$2,000) ▪ Trash Receptacles (2 @\$800/EA = \$1,600) ▪ Street Trees (8 @\$500/EA = \$4,000) ▪ Signal Mast Arms – 1 Set at Fairfield (\$150,000/Intersection) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Pavement Treatment of Parking Spaces ▪ Underground Overhead Utilities ▪ Construction Staging ▪ Mobilization/Sediment Control ▪ Drainage Inlets/Structures 			
	Fairfield to Hudson East Side (Reduced Streetscape in front of Park)	720 LF	\$75-100	\$54 -72K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Pavement Treatment of Parking Spaces ▪ Misc. Pavement Connections (1,800 SF @ \$8/SF = \$14,400) ▪ Ornamental Lights (11@ \$5000/EA = \$55,000) ▪ Trees (5 @ \$500/EA = \$2,500) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Utilities ▪ Construction Staging ▪ Drainage Inlets/Structures 			
Subtotal 4A				\$1.27 – 1.97 M
Subtotal of Specific Elements for 4A				
Concrete Sidewalks/Pavement	\$164,800			
Special Paving at Tree Pit	\$ 12,700			
Silva Cells at Tree Pit	\$ 82,000			
Ornamental Lights	\$175,000			
Benches	\$ 14,000			
Trash Receptacles	\$ 9,600			
Street Trees	\$ 19,000			
Signal Mast Arms	\$300,000			

Phase	Description	Length	Cost/LF	Total Cost
Main Street (Continued)				
4B:	Fairfield to Lower Welden Both Sides (Full Streetscape)	500 LF	\$800-1,250	\$400-625K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Full Width Concrete Sidewalks (6,000 SF @\$8/SF = \$48,000) ▪ Special Paving at Tree Pit (380 SF @ \$12/SF = \$4,560) ▪ Silva Cells at Tree Pit (12 Pits @ \$2,000/Pit = \$24,000) ▪ Ornamental Lights (12 @ \$5,000/EA = \$60,000) ▪ Benches (5 @ \$1,000/EA = \$5,000) ▪ Trash Receptacles (4 @\$800/EA = \$3,200) ▪ Street Trees (12 @\$500/EA = \$6,000) ▪ Signal Mast Arms (\$150,000/Intersection) (1 Set at Lower Weldon) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Pavement Treatment of Parking Spaces ▪ Underground Overhead Utilities ▪ Construction Staging ▪ Mobilization/Sediment Control ▪ Demolition ▪ Drainage Inlets/Structures 			
	Fairfield to Lower Welden Both Sides (Reduced Streetscape)	2,210 LF	\$150-200	\$332-442K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Concrete Sidewalks –Average 5’ Width (11,500 SF @ \$5/SF=\$57,500) ▪ Street Trees (30 @ \$500/EA = \$15,000) ▪ Ornamental Lights (36 @\$5,000/EA = \$180,000) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Underground Overhead Utilities ▪ Construction Staging ▪ Mobilization/Sediment Control ▪ Demolition ▪ Drainage Inlets/Structures 			
	Hudson to Brainerd Both Sides (Full Streetscape-Assumes Redevelopment Of Penney’s Site)	1,200 LF	\$800-1,250	\$960-1,500K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Full Width Concrete Sidewalks (14,400 SF @\$8/SF = \$115,200) ▪ Special Paving at Tree Pit (640 SF @ \$12/SF = \$7,680) ▪ Silva Cells at Tree Pit (20 Pits @ \$2,000/Pit = \$40,000) ▪ Ornamental Lights (20 @ \$5,000/EA = \$100,000) ▪ Benches (6@ \$1,000/EA = \$6,000) ▪ Trash Receptacles (10 @\$800/EA = \$8,000) ▪ Street Trees (20 @\$500/EA = \$10,000) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Pavement Treatment of Parking Spaces ▪ Underground Overhead Utilities ▪ Construction Staging ▪ Mobilization/Sediment Control ▪ Demolition ▪ Drainage Inlets/Structures 			
	Hudson to Brainerd Both Sides (Reduced Streetscape)	930 LF	\$150-200	\$139 – 186K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ 5’ Concrete Sidewalk (4,600 SF @ \$5/SF = \$23,000) ▪ Street Trees (15 @\$500/EA = \$7,500) ▪ Ornamental Lights (15 @ \$5,000/EA = \$75,000) 			

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Phase	Description	Length	Cost/LF	Total Cost
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Other Considerations

- Mast Arms
- Underground Overhead Utilities
- Construction Staging
- Mobilization/Sediment Control
- Demolition
- Drainage Inlets/Structures

Subtotal 4B

\$1.8 – 2.75 M

Subtotal of Specific Elements for 4B

Concrete Sidewalks	\$243,700
Special Paving at Tree Pit	\$ 19,900
Silva Cells at Tree Pit	\$ 64,000
Ornamental Lights	\$415,000
Benches	\$ 11,000
Trash Receptacles	\$ 11,200
Street Trees	\$ 38,500
Signal Mast Arms	\$150,000

Total Main Street (4A and 4B)

\$3.07 – 4.72 M

Kingman Street

4C: Main to Federal Both Sides (Full Streetscape)

1000 LF

\$1,000-1,300

\$1,000 –1,300K

Probable Unit Costs for Specific Elements

- New Curb and Gutter (1,200 LF @ \$25/LF= \$30,000)
- Full Width Concrete Sidewalks (15,000 SF @ \$8/SF = \$120,000)
- Special Paving at Tree Pit (520 SF @ \$12/SF = \$6,200)
- Silva Cells at Tree Pit (20 Pits @ \$2,000/Pit = \$40,000)
- Ornamental Lights (16 @ \$5,000/EA = \$80,000)
- Benches (12 @ \$1,000/EA = \$12,000)
- Trash Receptacles (8 @ \$800/EA = \$6,400)
- Street Trees (20 @ \$500/EA = \$10,000)

Other Considerations

- Underground Overhead Utilities
- Construction Staging/Mobilization/Sediment Control
- Demolition
- New Roadway Pavement/ Drainage Inlets/Structures

Subtotal Kingman

\$1 – 1.3 M

Subtotal of Specific Elements for Kingman (4C)

Curb/Gutter	\$ 30,000
Concrete Sidewalks	\$120,000
Special Paving at Tree Pit	\$ 6,200
Silva Cells at Tree Pit	\$ 40,000
Ornamental Lights	\$ 80,000
Benches	\$ 12,000
Trash Receptacles	\$ 6,400
Street Trees	\$ 10,000

Phase	Description	Length	Cost/LF	Total Cost
Lake Street				
4E:	Main to Federal Both Sides	1,100 LF	\$600-1,000	\$660-1,100K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Full Width Concrete Sidewalks (11,000 SF @\$8/SF = \$88,000) ▪ Special Paving at Tree Pit (400 SF @ \$12/SF = \$4,800) ▪ Silva Cells at Tree Pit (13 Pits @ \$2,000/Pit = \$26,000) ▪ Ornamental Lights (18 @ \$5,000/EA = \$90,000) ▪ Benches (4@ \$1,000/EA = \$4,000) ▪ Trash Receptacles (4 @\$800/EA = \$3,200) ▪ Street Trees (13 @\$500/EA = \$6,500) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Interface with Roundabout/Federal Street Improvements ▪ Underground Overhead Utilities ▪ Construction Staging/Mobilization/Sediment Control ▪ Drainage Inlets/Structures 			
4F:	Federal to Spruce (Both Sides)	2,800 LF	\$600-1,000	\$1,680-2,800K
	<i>Probable Unit Costs for Specific Elements</i>			
	<ul style="list-style-type: none"> ▪ Full Width Concrete Sidewalks 28,000 SF @\$8/SF = \$224,000) ▪ Concrete "Aprons"/Crosswalks at Curb Cuts (10,000 SF @ \$10/SF= \$100,000) ▪ Ornamental Lights (46 @ \$5,000/EA = \$230,000) ▪ Benches (10@ \$1,000/EA = \$10,000) ▪ Trash Receptacles (16 @\$800/EA = \$12,800) ▪ Street Trees (40 @\$500/EA = \$20,000) 			
	<i>Other Considerations</i>			
	<ul style="list-style-type: none"> ▪ Underground Overhead Utilities ▪ Construction Staging/Mobilization/Sediment Control ▪ Drainage Inlets/Structures ▪ Potential Mast Arms for any New Signals 			
Subtotal Lake				\$2.3 – 3.9 M
	<i>Subtotal of Specific Elements for Lake (4E and 4F)</i>			
	Concrete Sidewalks	\$312,000		
	Special Paving at Tree Pit	\$ 4,800		
	Silva Cells at Tree Pit	\$ 26,600		
	Ornamental Lights	\$320,000		
	Benches	\$ 14,000		
	Trash Receptacles	\$ 16,000		
	Street Trees	\$ 26,500		
Grand Total (Main, Kingman and Lake)				\$6.37 – 9.92 M

Note: The preliminary estimates of probable construction costs are based on master plan level design concepts and documents and on comparable streetscape construction costs in other communities. Detailed cost estimates based on detailed surveys of existing conditions and plans will need to be prepared as part of the design project.

Preliminary Estimate of Probable Construction Cost prepared by Mahan Rykiel Associates, Inc., September 9, 2009