

## **Official Map - Community Facility Descriptions**

DRAFT 2 – 9/14/18 – for community input

### **Future Intersection Improvements**

(see 2014 Route 116 scoping study for details on #1-4)

#### **#1 - Turn lanes & signal improvement**

In process. Active State Agency of Transportation project with funding and preliminary plans. Projected time horizon: culvert improvements in 2019; new lanes, signals, and project completion in 2020.

#### **#2 - Roundabout or alternative**

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

#### **#3 - Restricted turning, enhanced crosswalks**

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

#### **#4 - Roundabout or alternative**

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

#### **#5 - Four-way stop or alternative**

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

#### **#6 – Roundabout, splitter island, crosswalk**

No specific studies to date (i.e., still needs scoping), but recommended in the 2014 Route 116 scoping study. A key village entry point where improvements can help slow drivers and make them aware that they are entering the village, while also providing pedestrian connectivity from the village sidewalk system (west side of Route 116) to Buck Hill Road and the adjacent trail system on the east side of Route 116. Intersection changing from three-way to four-way with a new private road on the west side to access a new 24-unit development (under construction in 2018).

### **Future Community Facilities**

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

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

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

C – Central Park East (approximately 1.38 acres) – To become the eastern side of a park at the center of the Village Northwest zoning district, with connection to Route 116 via sidewalks or other pathways. Park to serve as more of a gathering space with fewer recreational facilities than described for community facility “B”. Including appropriate amenities – e.g., benches, picnic tables, gazebo/shelter, shade trees, public art, etc.

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

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

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

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

#### **Future Stormwater Treatment Locations**

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

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

2 – Bioretention area – Along existing swale and lawn area. Expand existing ditch network to larger bioretention area.

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

4 – Detention or bioretention areas – Between recreation fields and along upper parking lot. Treat runoff from fields and parking lot.

5 – Detention and pre-treatment pond – Ditch network flowing west from Route 116 with possible detention near gravel parking lot. Convert old sewer lagoon into stormwater pre-treatment pond. Treat runoff from Route 116 and existing Cheese Plant site.

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

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