



BETTER CONNECTIONS PROGRAM 2017 GRANT APPLICATION COVER SHEET

APPLICATIONS DUE: 4:00PM, JANUARY 13, 2017

Type of Grant: Activity Center Plan

VTrans District: District 8

Regional Planning Commission: Lamoille County Planning Commission

Primary Applicant Municipality: Town and Village of Hyde Park

Project Title: Hyde Park Village Transportation Action Plan

Mailing Address: PO Box 98

City/Zip: Hyde Park, VT 05655

Local Project Manager: Seth Jensen (Lamoille County Planning Commission)

Telephone/Email: (802) 888-4548

Other Municipalities Involved in the Project (if applicable):	CONTRIBUTING MATCH	
	YES	NO

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

Hyde Park Village Transportation Action Plan

Through the Better Connections Grant, the Community will create an "Activity Center Master Plan" referred to as the Hyde Park Village Transportation Action Plan. The Action Plan will evaluate and prioritize physical improvements to (a) Main Street, (b) the six intersecting streets that connect Main Street to the Lamoille Valley Rail Trail. The project will also provide objective data regarding the Village's current and potential future niche in the regional economy. Utilizing this information, the Action Plan will inform and guide the capital budgets for the Town Highway Department and the Village Sewer, Water and Electric utilities.

Certifications

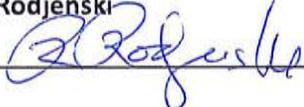
- This application was prepared by staff of the primary applicant or staff of one of the involved municipalities.
- This application was prepared by the following compensated consultant:

NA -- application was prepared by the Lamoille County Planning Commission.

Consultant name: Seth Jensen

Consultants may assist in preparing the municipality's application. However, to satisfy federal and state requirements, use of an appropriate means of consultant solicitation and selection is required prior to selection of a consultant. To avoid conflicts of interest, applicants should be aware that if consultant assistance is used in the preparation of the Program grant submission (i.e. in the development of the scope of work for the study), that consultant will not be eligible to conduct the work.

- I understand that consultant selection will follow the policies and requirements of the Vermont Agency of Transportation's Procurement Procedures. <http://vtrans.vermont.gov/contract-admin>

Applicant Title	Hyde Park Town Administrator	Village of Hyde Park General Manager
Printed Name	Ron Rodjenski	Carol Robertson
Authorized Signature*		

*Please only include the authorized signature on the mailed hard copy. DO NOT submit a printed, signed, and scanned version electronically.

- I have mailed the five (5) required hard copies of my application with authorized signature.

RESOLUTION FOR BETTER CONNECTIONS GRANT

WHEREAS, the Town of Hyde Park is applying for funding as provided for in the FY 2017 Budget and may receive an award of funds under said provisions; and

WHEREAS, the Agency of Transportation and the Department of Housing and Community Development may offer a Grant Agreement to this Municipality for said funding; and

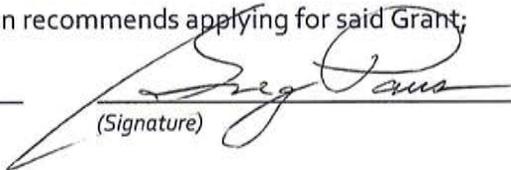
WHEREAS, the municipality is maintaining its efforts to provide local funds for planning purposes or that the municipality has voted at an annual or special meeting to provide local funds for planning purposes,

Now, THEREFORE, BE IT RESOLVED

1. That the Legislative Body of this Municipality enters into and agrees to the requirements and obligations of this grant program including a commitment to provide a cash match of 10% of the project cost:

2. That the Municipal Planning Commission recommends applying for said Grant;

GREG PAUS
(Name of Planning Commission Chair)


(Signature)

3a. That (Name) Seth Jensen Title LCPC Principal Planner

is hereby designated as the Local Project Manager, the person with the overall Administrative responsibility for the Better Connections program activities related to the application, and any subsequent Grant Agreement provisions.

Passed this 9th day of JANUARY 2017

LEGISLATIVE BODY

 (name)
DAVID GAGNIER
ROGER AUDET
Brian A Jones
Roland Boivin
Lucy Hankinson

 (signature)
ROGER AUDET
Brian A Jones
Roland Boivin
Lucy Hankinson

Application or Grant # _____

RESOLUTION FOR BETTER CONNECTIONS GRANT

WHEREAS, the Village of Hyde Park is applying for funding as provided for in the FY 2017 Budget and may receive an award of funds under said provisions; and

WHEREAS, the Agency of Transportation and the Department of Housing and Community Development may offer a Grant Agreement to this Municipality for said funding; and

WHEREAS, the municipality is maintaining its efforts to provide local funds for planning purposes or that the municipality has voted at an annual or special meeting to provide local funds for planning purposes,

Now, THEREFORE, BE IT RESOLVED

1. That the Legislative Body of this Municipality enters into and agrees to the requirements and obligations of this grant program including a commitment to provide a cash match of 10% of the project cost:
2. That the Municipal Planning Commission recommends applying for said Grant;

<u>Frederika French</u>	<u>1-5-17</u>
<small>(Name of Planning Commission Chair)</small>	<small>(Signature)</small>

3a. That (Name) Seth Jensen Title LCPC Principal Planner

is hereby designated as the Local Project Manager, the person with the overall Administrative responsibility for the Better Connections program activities related to the application, and any subsequent Grant Agreement provisions.

Passed this 5th day of January 2017

LEGISLATIVE BODY

<small>(name)</small>	<small>(signature)</small>
<u>Frederika French</u>	<u>Frederika French</u>
<u>JOHN ANDERSON</u>	<u>John Anderson</u>
<u>PETER GALLO</u>	<u>Peter Gallo</u>
<u>Tim Yarrow</u>	<u>Tim Yarrow</u>
<u>CHARLES ARONOVICI</u>	<u>Charles Aronovici</u>
_____	_____
_____	_____



Lamoille County Planning Commission

PO Box 1637
Demars Building, 52 Portland Street, Second Floor
Morrisville, Vermont 05661
www.lcpcvt.org

(802) 888-4548 • e-mail: lcpc@lcpcvt.org • fax: (802) 888-6938

January 14, 2016

Greg Paus, Chair
Hyde Park Planning Commission
PO Box 32
Hyde Park, VT 05655

Dear Greg,

Pursuant to 24 VSA § 4350 (Review and consultation regarding municipal planning effort), the Board of Directors of the Lamoille County Planning Commission held a public hearing on September 24, 2013 for the purposes of reviewing the municipal planning effort in the Town and Village of Hyde Park. According to statute, this review is intended to confirm that a municipality is:

- 1) Engaged in a continuing planning process that, within a reasonable time, will result in a plan which is consistent with the goals contained in section 4302 of the Vermont Municipal and Regional Planning and Development Act; and
- 2) Maintaining its efforts to provide local funds for municipal and regional planning purposes.

In accordance with the abovementioned criteria, the LCPC Board of Directors has confirmed the municipal planning process for the Town and Village of Hyde Park.

If you have any additional questions, please do not hesitate to contact me.

Regards,

Taylor Foster
Regional Planner



BETTER CONNECTIONS PROGRAM 2017 GRANT APPLICATION INSTRUCTIONS & FORM

Guidance on how to develop a project approach, budget and examples of successful applications from previous years are available on the BETTER CONNECTIONS Program web page: [http://vtrans.vermont.gov/planning/projects-programs/Better Connections](http://vtrans.vermont.gov/planning/projects-programs/Better%20Connections).

Instructions: Read the [Application Guidance Packet](#) to better understand the purpose and goals of the Better Connections (BETTER CONNECTIONS) Program and to ensure the project is eligible for BETTER CONNECTIONS grant funding. All applicants are required to contact the VTrans Program Manager, Jackie Cassino (Jackie.Cassino@vermont.gov) to set up a pre-application meeting.

Complete this grant application form and develop requested documents (outlined below). Incomplete applications will not be considered. Completed grant application package must not exceed 12 single-sided pages, less attachments. Excess pages will be discarded.

Grant Application Package: A complete grant application package shall include the following documents:

1. **Grant Application Cover Sheet** (1 page) – To be completed by the local project manager. Form [here](#).
2. **Resolution Form** (1 page) - Resolution form for the BETTER CONNECTIONS Grant from the municipal governing body acknowledging their willingness to provide 10 percent minimum non-federal/non-state cash match, commits the applicant(s) to the project, and identifies the local project manager (LPM) and lists his/or her qualifications. Sample Resolution form [here](#). For consortium projects a resolution must be submitted for each participating municipality designating the same local project manager.
3. **Confirmed Planning Process Letter** (1 page) - A letter from the municipality’s regional planning commission must be included in the application, stating that its planning process is “confirmed” under [24 V.S.A. §4350](#) by the commission.
4. **Grant Application Form** (8 single-sided pages) - Complete application form below.
5. **Project Area Map** (1 map) - Include a clearly annotated map that delineates the project area.

Appendix (no page limit)-To include additional supporting documents: relevant previous planning studies and/or projects, programmed capital improvements, ongoing grants and projects.

Grant Application Form: The answer fields below will expand as you type.

MUNICIPALITY Town and Village of Hyde Park	PHONE (802) 888-4546
LOCAL PROJECT MANAGER CONTACT NAME AND TITLE Seth Jensen, LCPC Principal Planner	CONTACT PERSON E-MAIL seth@lcpv.org
PROJECT TITLE Hyde Park Village Transportation Action Plan	

Award Criteria

Applications may receive a total of 125 points.

- Up to 100 points are based on an applicant's written responses to four (1-4) award criteria.
- Up to 25 bonus points (5 each) are awarded for the following:
 1. Are located within (or adjacent to) a state designated downtown, village center, neighborhood development area, new town center or growth center
 2. Demonstrate a local commitment to the project (as represented by the commitment of in-kind staff services, an overmatch of local funds, strong community and partner support (evidence through letters of support, or complementary local activities, or initiatives).
 3. Demonstrates coordination and integration with planned capital investments (i.e. alignment with capital projects identified in the regional and/or municipal plan, municipal capital plan or the VTrans Capital Program).
 4. Demonstrate community readiness and capacity to actively manage the planning process and implement the plan recommendations quickly.
 5. Represent inter-municipal efforts.

Projects are selected primarily on the point scores; also considered are the grant amounts requested, the estimated amount the BETTER CONNECTIONS program managers believe is needed to complete a project, and ensuring a fair distribution of grant funds to smaller or economically distressed communities. BETTER CONNECTIONS Program Managers will consult with other state agencies to gain further insights about the proposed projects as appropriate.

Applications are scored using the following priorities and criteria. Please address and answer each criterion below (1-9) and the Appendix.

REQUIRED CRITERIA

1. Application Quality and Well-defined Purpose and Need (Up to 20 points)

The application should clearly identify the project scope, its purpose and community need. Explain how the project addresses a local or regional transportation, land use, and economic development issue, need or opportunity. The application should also clearly demonstrate how the project supports the goals of the municipal and regional plan and how the plan will be incorporated/integrated into the municipal capital plan. The application should also show how the project will support and implement capital projects identified in the regional and municipal plan, municipal capital plan or the VTrans Capital Program. The application submission needs to be complete, well-written and meet program requirements.

a) Explain the project's purpose and how the project addresses a local or regional transportation, land use, and economic development issue, need or opportunity (up to 10 points)

Hyde Park is the County Seat of Lamoille County. The Village of Hyde Park has set a goal to be the resilient community in Vermont, and is working to reestablish itself as a civic, cultural, and commercial center. Through the Better Connections Grant, the Hyde Park Town and the Village of Hyde Park will create an "Activity Center Master Plan" referred to as the Hyde Park Village Transportation Action Plan. The Action Plan will evaluate and prioritize physical improvements to (a) Main Street (including East and West Main Street within the Designated Village Center), (b) the six intersecting streets that connect Main Street to Rte 15, and (c) Depot Street, which connects Main Street to the Lamoille Valley Rail Trail (LVRT). The project will also provide objective data regarding the Village's current and potential future niche in

the regional economy. Utilizing this information, the Action Plan will inform and guide the capital budgets for the Town Highway Department and the Village Sewer, Water, and Electric utilities.

The Village's build environment predates the predominance of the automobile and the streetscape is quite accommodating to pedestrians. Sidewalks run along both sides of Main Street. Buildings with pedestrian scale facades are located close to sidewalks. Residents in the Village Core are able to walk to the County Courthouse, Lamoille County Sheriff's Department, Hyde Park Elementary School, Governor's Mansion, Lanpher Memorial Library, Post Office, Hyde Park Opera House, and numerous other historic sites and small businesses.

Unlike many Villages in Lamoille County, Main Street is not a State Highway, due to the decision to reroute Rte 15/100 to a bypass north of the Village in 1956. As a result, the community has more control over the right-of-way. At the same time, much of the late 20th century economic development bypassed the Village as well. Many anchor businesses such as grocery stores, pharmacies, restaurants, and banks are now located in the auto-oriented North End of neighboring Morristown. Due to congestion at the Rte 15/Truck Route Roundabout in the North End, Main Street and Depot Street/Cadys Falls Road have become a popular shortcut for commuters and truck traffic. Vehicles are frequently observed traveling far in excess of the posted 25 MPH speed limit, which poses a safety risk to bicyclists and pedestrians and undermines the quality of life of the Village.

Hyde Park faces other transportation safety challenges. VTrans identified two stretches of State highway in Hyde Park with higher than average motor vehicle accident rates -- Rtes 15/100 from the Morristown line and Rte 15 west of Rte 100, with the intersection of Rte 15/100 with Centerville Road having an accident rate greater than three times the expected rate for such a road. The current configurations of the Rte 15/100/Church Street roundabout and the East Main Street/Rte 15 intersections both represent major safety barriers for pedestrians and cyclists, leaving the Municipal Office and the regional High School accessible only by automobile. The Board of Trustees are considering options to relocate the Village Offices to the Village Core, and the Town has explored extending the sidewalk system to the Municipal Office and High School.

Six local roads connect Main Street to Rte 15/100, including Black Farm Road, Johnson Street Extension, Church Street, Eden Street, East Main Street (outside the Village Center), and Centerville Road. There is perennial discussion about modifying these roads to improve pedestrian safety and reduce through traffic speed. The project will vet reconfigurations of these streets, consider impacts on traffic flow in the Village as a whole, and identify and prioritize pedestrian infrastructure and streetscape improvements.

The Village recently adopted zoning regulations with elements of form based code aimed at upholding the character of the Village and fostering a pedestrian friendly built environment. The bylaws include provisions for new pedestrian infrastructure and enable more flexible parking arrangements -- completely eliminating off-street parking requirements on Main Street.

A logical next step is to improve transportation and other public infrastructure serving the Village. In order to effectively plan for the future, the community must develop a better understanding of the types of businesses that are likely to locate in the Village, and the infrastructure needs of those businesses. For example, retail may need higher levels of through traffic and short-term high turn-over parking, while office and lodging uses are more likely to need long term parking and connectivity to public amenities. The project will include a market study and gap analysis for a better understanding of the Village's niche within the Regional Economy.

b) Explain how the project supports the goals of the municipal and regional plan. Explain how the project will be incorporated in the municipal capital plan and support the implementation of capital projects

**identified in the regional and municipal plan, municipal capital plan or the VTrans Capital Program.
(up to 10 points)**

The project will help to inform and guide the capital plans for the Town Highway Department and the three Village utilities (sewer, water, and electric). The Town and Village have recently appointed a joint committee to plan and coordinate improvements to Village streets.

The **Hyde Park Comprehensive Plan (2012 – 17)** includes the following language:

...One of the primary causes for concern related to traffic safety is the fact that the Village Center is separated from the rest of the town by the intersection of Lamoille County's two major arterials. Rte 15 represents the region's major east-west auto corridor, connecting Chittenden County with the rest of north-central Vermont. Annual Average Daily Traffic (AADT) counts at the intersection of Rte 15 and Centerville Road are approximately 10,000 vehicle trips (2008). Similarly, Rte 100 is the region's primary north-south arterial, connecting Waterbury to Stowe and other points north. Rtes 15 and 100 overlap for approximately 2 miles.... At their initial convergence in Morrisville, AADT counts exceed 11,000 vehicle trips (2008).

There is also concern about the high volume and speed of motorists traveling through the Village Center, especially those utilizing Cadys Falls Road/Depot Street to bypass the congestion of Morrystown's North End Business District. Vehicles are frequently observed traveling far in excess of the posted 25 MPH speed limit, which poses a safety risk to bicyclists and pedestrians. A potential solution would be to explore reducing the number of access points into the Village from Rte 15/100... This could be achieved in multiple ways, such as creating barriers at the end of streets or designating certain streets as one-way only. Further study of this issue is necessary to determine the safest and most efficient way to control traffic, while also promoting the Village as an open, welcoming place to visit and conduct business.

Non-Motorized Transit: *According to estimates from the Census Bureau (2005-09), approximately 12% of Hyde Park residents work within the community. Still, only 3% of residents working locally walked or biked to work regularly. With many residents separated from the Village by Rtes 15 and 100, walking or biking downtown may be impractical. Within the Village, however, trips between the library, school, and local businesses are easily walkable. Pedestrian connectivity is nonetheless somewhat hindered by a lack of sidewalks. Currently, sidewalks have been installed along only Main Street and Church Street. Going forward, the Selectboard and Board of Trustees should continue to monitor potential funding opportunities to construct additional sidewalks.*

Transportation Goals & Policies: *As a predominantly rural community on the fringe of Vermont's two largest job centers, a safe and well-maintained local highway infrastructure is critical to the continued prosperity of Hyde Park. At the same time, while continuing to support those residents who commute out of the region each day, the Town and Village seek to publicize and advocate for the expansion of alternative modes of transit. For longer commutes, this could mean consolidating trips by carpooling or supporting more public transportation routes. For shorter trips within the Village Center, Hyde Park should take measures to encourage pedestrian and bicycle connectivity, both for local roads and multi-modal trails.*

The **2015 – 2023 Lamoille County Regional Plan** contains the following related Transportation Strategies:

Address Safety Issues: *Priority should be given to transportation projects or programs that address identified safety issues.*

Maintain and Manage Existing Infrastructure: *The existing transportation system is vital for moving people and goods within the region.*

Enhance Mobility by Providing Transportation Alternatives: *To provide meaningful transportation choices to children, seniors, residents, visitors, and businesses, creative effort must be focused on alternatives to single occupancy auto travel whenever feasible. Such alternatives should incorporate healthy community design and be enhanced by a land use pattern where the everyday needs of residents can be satisfied...*

Maintain the Lamoille County Aesthetic, Environment, and Quality of Life: *Transportation investments should*

be consistent with the overall character of the region.

Integrate Land Use Planning and Transportation Planning: *There is a direct relationship between land development and the transportation system... By considering the transportation aspect of land development, we are more likely to be successful in making the best use of our limited land resources and preserving regional character.*

Support Regional and Local Economic Vitality: *The transportation infrastructure of Lamoille County is an integral component of the regional and local economy.*

2. Clear Linkage to BETTER CONNECTIONS Program Purpose and Objectives (Up to 30 points)

The project and application supports the BETTER CONNECTIONS program purpose and objectives (as described on pages 2-3 of the Application Guidance Packet). The application demonstrates a clear approach to achieving the expected outcome and results in consideration for approval or adoption and implementation. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear and explained. The application should demonstrate how the project will support the following:

a) Provides safe, multi-modal and resilient transportation system that supports the Vermont economy. (up to 10 points)

The project will address documented safety concerns discussed above, including safety at the major intersections of local streets and Rte 15. The use of Depot Street/Cadys Falls Road as a cut through to avoid the Rte 15/Truck Route Roundabout in neighboring Morrystown is also a critical safety concern as it places high speed through traffic – often including trucks – in close proximity to the drop-off area for Hyde Park Elementary School. Safety improvements for all user groups will be a critical consideration for the Activity Center Master Plan. The project will also help to better integrate the Lamoille Valley Rail Trail (LVRT) into the Village’s built environment. The LVRT is a critical, multi-modal connection between The Village of Hyde Park and other Downtowns and Village Centers in the Region. Lamoille County is the only Region in Vermont without an Interstate or Route on the National Highway System (NHS) (Such as Rte 2 or Rte 7). The LVRT represents an opportunity to revolutionize the Region’s transportation network with a focus on non-automobile based transportation. Expanding the Village’s pedestrian oriented streetscape to the LVRT will provide resources needed to make this revolutionary vision a reality.

b) Supports downtown and village economic development and revitalization efforts. (up to 10 points)

The project includes a Designated Village Center and its surrounding environs. The project will identify solutions to longstanding challenges that hamper expansion of local businesses, reduce the vitality of the Village, and exacerbate safety concerns. The Plan will explore options to improve connectivity, reduce conflicts between users, and improve the appearance of the Village’s built environment, making it a more attractive place to live, visit, or do business. By making the Village a more attractive location for investment, the Action Plan will also help to prevent strip development along a major State Highway.

The Plan will build on on-going work to revitalize the Village, including technical assistance from the EPA’s Livability Solutions program provided by “Project for Public Spaces.” PPS worked with the Village of Hyde Park to organize two public workshops in March 2013. The first workshop focused on identifying and building on existing assets while improving underperforming spaces. The second focused on Main Street – specifically how to attract more people to the street, increase pedestrian activity, and enhance the vibrancy of the area.

Findings identified in the Project for Public Spaces Report have informed revitalization efforts in the Village. A major finding of the PPS Report is that the lack of public spaces beyond Main Street inhibits redevelopment of the Village. Several of the Report’s recommendations relate to intersecting streets such as Church Street and Depot Street. These recommendations include:

- *Create a Gateway street to welcome and attract people to the Village. [Specifically,] The Village should consider creating a gateway street from the roundabout on Rte 15 down Church Street*
- *Make the intersection of Church and Main Street a ‘town square’... as the intersection through which most visitors enter the Village [Church Street], this location could serve as a more bustling, vibrant ‘hub’...*
- *Capitalize on the Village’s unique assets, including its historic properties and its array of hiking and biking amenities. With the building of the Lamoille Valley Rail Trail, there are several opportunities to make sure the trail is well-connected to the Village and that it will be safe for people to cross Depot Street...*

c) Leads directly to project implementation. Explain how the project will support implementation and what partners are needed to coordinate and support the implementation efforts. (up to 10 points)

The Town and the Village have demonstrated capacity to work with each other and with other Partners in the Region. Since 2013, the Town and Village have worked cooperatively to implement many of the recommendations of the Project for Public Spaces discussed above. Recently, with assistance from the Lamoille County Planning Commission, the Village installed wayfinding signs throughout the Village. Simultaneously, the Town is working with LCPC to complete a trailhead for the LVRT on Depot Street. The Town also worked with the Lamoille County Conservation District (LCCD) to create a stepped stormwater pool and raingarden. In addition to these specific projects, both the Town and the Village of Hyde Park have completed numerous planning and scoping studies and are ready to begin implementation.

Successful implementation will require cooperation and coordination between the Town and Village. In 2016, the Town appointed a “Village Roads Working Group” and the Village Board of Trustees appointed “Village Roads Working Group” so that they could meet jointly. This joint working group will serve as a steering committee for the project. The Action Plan will assist the Town and Village in better implement their capital plans to achieve maximum efficiency and economy.

3. Quality Work Plan, Schedule and Budget (Up to 25 points)

Provide a detailed work plan and a description of tasks for the scope of work including: desired deliverables; project timeline and schedule demonstrating project tasks and deliverables; and a description of the identified project manager’s ability to effectively manage the project and ensure project completion. Sample work plan and budget template [here](#). If applicable, document other resources (beyond cash match) to be pooled with BETTER CONNECTIONS Program funds. In-kind staff contributions and other federal or state funds are allowed but may not be used toward the local cash match requirement.

Estimated cost of the study and, using the following format, (example):

Total project cost (TPC):	\$70,000
Grant funds requested:	\$63,000
Local cash match (10% of TPC minimum):	\$7,000
Additional cash match (if applicable):	\$

a) Provide the detailed work plan and description of tasks for the scope of work including desired deliverables. (up to 15 points)

Final Deliverable: An “Activity Center Master Plan” that will evaluate and prioritize physical improvements to Village streets to inform and guide the capital budgets for the Town Highway Department and the Village Sewer, Water, and Electric Utilities

Task I: Project Kick-Off and Public Engagement

- Reconvene Village Roads Working Group to serve as the project steering committee. Determine if other stakeholders should be included on steering committee.
- With assistance from ACCD/Vtrans and LCPC, develop request for proposal and hire professional consultant team
- Determine appropriate neighborhood and “sector/interest” areas for focus groups.
- Formalize public engagement and social media strategies.

Task II: Evaluate Current Conditions, Past Studies, Market Analysis

- Review past transportation planning and feasibility studies, transportation capital budgets and plans, and similar documents. *(see appendix for complete list)*
- Meet with focus groups to develop better understanding of local interests/concerns.
- Conducted Market Study and Gap Analysis to evaluate Hyde Park’s current and future niche in the Regional Economy. Utilize this analysis to determine viable redevelopment opportunities and to identify transportation and infrastructure needs for businesses likely to locate in the Village. Will include a public presentation on the findings of the analysis

Task III: Alternatives Analysis

- Identify potential improvements to address transportation related challenges, reinforce the Village’s traditional pedestrian friendly streetscape and to foster appropriate economic development. Identify opportunities to coordinate these transportation investments with upgrades to other infrastructure.
- Identify potential reconfigurations of the six intersecting streets that connect Main Street and Rte 15. Evaluate how these reconfigurations may impact traffic flow throughout the Village.
- Develop plans for circulation and safety improvements, including improved signage, upgrades to bike/pedestrian facilities, and changes to the geometry of the six major intersections on Rte 15.
- Develop strategies to connect the Lamoille Valley Rail Trail to Main Street, and to better entice Trail users to visit the Village.
- Develop three or more illustrations or three dimensional sketch-up models of potential improvements to key streetscapes in the Village.
- Public Workshop/Presentation of Alternative Analysis

Task IV: Final Report and Recommendations for Implementation

- Prioritize highest short term, medium term, and long term steps to implement the Action Plan
- Recommend investments that should be included in the Capital Plans of the Town Highway Department. Provide information to the Village Board of Trustees so that they may identify opportunities to coordinate these investments for maximize efficiency and economy.
- Identify projects for further study/formal scoping.
- Identify lower cost “soft strategies” that could be implemented immediately to advance the community’s goals.
- Public Meeting on Final Report

b) Provide a detailed budget broken down by task. (up to 5 points)

Task	Total cost	SCBC Funds	Local Match	Other Resources
Reconvene Joint Village Roads Working Group				LCPC TPI
Develop RFP and select consultant team				LCPC TPI
Organize focus groups, formalize public engagement strategy				LCPC TPI
Review past studies, capital budgets and plans, and similar documents	\$3,000	\$2,700	\$300	
Focus Group Meetings (Up to five)	\$4,000	\$3,600	\$400	LCPC TPI
Market Study and Gap Analysis	\$10,000	\$9,000	\$1,000	
Market Study Public Presentation	\$2,000	\$1,800	\$200	LCPC TPI
Alternatives Analysis: <ul style="list-style-type: none"> Streetscape improvements Intersection Reconfiguration LVRT -- Main Street Integration/Connectivity 	\$18,000	\$16,200	\$1,800	
Illustrations or 3D sketch-up models	14,000	\$12,600	\$1,400	
Alternative Analysis Public Workshop/Presentation	2,000	\$1,800	\$200	LCPC TPI
Final Report and Recommendations for Implementation	15,000	\$13,500	\$1,500	
Public Meeting on Final Report	2,000	\$1,800	\$200	LCPC TPI
Totals	\$70,000	\$63,000	\$7,000	

c) Provide a detailed schedule with project timeline. (up to 5 points)

Award Announced	February 20, 2017
Reconvene Joint Village Roads Working Group	March 2017
Develop RFP and select consultant team	April/May 2017
Organize focus groups, formalize public engagement strategy	March-June 2017
Review past studies, capital budgets and plans, and similar documents	May –July 2017
Focus Group Meetings	August-September 2017
Market Study and Gap Analysis	May-September 2017
Market Study Public Presentation	September/October 2017
Alternatives Analysis	September 2017 – February 2018
Illustrations or 3D sketch-up models	September 2017 – February 2018
Alternative Analysis Public Workshop/Presentation	January/February 2018
Mid Project Report	January 26, 2018
Final Report and Recommendations for Implementation	February 2018-July 2018
Public Meeting on Final Report	July/August 2018
Project Completion and All Funds Spent	September 1, 2018
Project Close-out Report and Final Project Reports Due	September 30, 2018

4. Quality Public Engagement Plan

(Up to 25 points)

Describe how the public engagement plan is developed with activities that educate and involve the public in the process and are integrated into the work plan; the application demonstrates cooperation and coordination with relevant local, regional and state organizations and partners, the local business community and the general

public. Projects that engage the public and stakeholders from the start and propose multiple, innovative, outreach activities (i.e. charrettes, community events, pop-up demonstration projects, etc.) score the highest under this criterion. Describe the project's public engagement plan below.

The Village and Town of Hyde Park are committed to public engagement. The Villages Roads Working Group will form the core of the project steering committee. In conjunction with the Selectboard and Board of Trustees, the Joint Working Group will determine if additional stakeholders should be invited to participate on the project steering committee. All meetings of the steering committee will be open to the public. The work plan above includes at least three major public meetings -- a public presentation and discussion of the market study, a public workshop/presentation focused on the alternative analysis, and a public meeting on the final Report. The Action Plan will also be informed by small meetings and focus groups with different neighborhoods and sector/interest groups in the Village. These focus groups could consist of residents of Main Street and various side streets, Village businesses, and institutions/non-profits related to the Courthouse and Sherriff's Office. The Lamoille Regional Chamber of Commerce has offered to assist with public outreach to the business community.

In order to ensure all segments of the population are engaged, the project will utilize both traditional printed materials and online tools such as social media. As a small community, information is often shared through word of mouth. Flyers and meeting announcements will be placed at the local gathering spots such as the Lanpher Library. Information about the project will also be distributed at local events throughout the year. The public will also be engaged through on-line technology. Social media, such as Front Porch Forum (which is very active in Hyde Park), provides a useful and low-cost way of spreading information. A project specific Facebook page or webpage will be established and linked to Hyde Park's website and Village Facebook Page.

BONUS CRITERIA

- 5. Is the project located within (or adjacent to) a state designated downtown, village center, neighborhood development area, new town center or growth center? If so, describe how the project will support the state designated center. (Up to 5 points)**

The Village of Hyde Park is a designated Village Center. The project will support the numerous revitalization efforts currently underway. Since the 2013 Project for Public Spaces visit to The Village of Hyde Park, the community has implemented portions of many of the recommendations, including developing modern zoning bylaws, improving sidewalks connecting Main street to the LVRT, and developing a Village Wayfinding system. These wayfinding signs capitalize on the distinctive architecture of the Lamoille County Courthouse, and are the first element of the Village's efforts to brand itself as the "Shire of Lamoille County"

- 6. Explain and demonstrate a local commitment to the project, as represented by the commitment of in-kind staff services, an overmatch of local funds, strong community and partner support (evidence through letters of support, or complementary local activities, or initiatives). (Up to 5 points)**

The project will complement numerous projects currently underway or recently completed (see Appendix). The community recognize this area as a key to the Village's immediate economic development plans. Diverse regional organizations have provided letters of support (see below), and have also offered to assist with outreach to their various constituents. The Lamoille County Planning Commission will assist with project administration through its existing funding streams.

LIST ATTACHED LETTERS OF SUPPORT
1. Lamoille County Planning Commission
2. Lamoille Region Chamber of Commerce
3. Lamoille Economic Development Corporation
4. Friends of the Lamoille Valley Rail Trail
5. Hyde Park Village Improvement Society
6. Hyde Park Town Selectboard
7. Hyde Park Town Planning Commission
8. Lanpher Memorial Library

7. Explain and demonstrate the project’s coordination and integration with planned capital investments (i.e. alignment with capital projects identified in the regional and/or municipal plan, municipal capital plan or the VTrans Capital Program). (Up to 5 points)

A key component of this project is prioritization of projects identified in past studies to better inform and coordinate planned capital investments for the Town and Village. Better coordination has the potential to yield significant efficiencies. Both the Town and the Village recognize the importance of improving pedestrian infrastructure, as demonstrated by the experts from the municipal plan above. Town taxpayers (which include village residents and property owners) contribute funds annually to support future pedestrian improvements with ~\$70,000 currently in the reserve.

8. Explain and demonstrate the community’s readiness and capacity to actively manage the planning process and implement the plan recommendations quickly. (Up to 5 points)

Hyde Park Town and Village have both demonstrated the capacity to actively manage a planning process AND to implement Plan recommendations. This is best demonstrated by the pace at which the community has implemented the recommendations of other studies. Notably, The Village Electric Department recently completed a 1.4 MW municipal-owned photovoltaic system --- becoming the first municipal utility to meet State renewable energy mandates. The reserve fund noted above is available to support implementation projects as soon as the Action Plan is complete.

9. Does the project represents an inter-municipal effort? If so, explain. (Up to 5 points)

Hyde Park Town and The Village of Hyde Park are distinct municipalities with distinct legislative bodies, budgets, and staff. In addition, as the County Seat, the vitality of The Village of Hyde Park is integrally related to the vitality of Lamoille County as a whole.

ADDITIONAL SUPPORTING DOCUMENTS (APPENDICES):

In order to help VTrans and ACCD understand the status of, context of and local commitment to the proposed project, the application in the appendices shall provide:

- a comprehensive list of all prior and current planning efforts, including municipal plans and regulations, economic development studies, scoping studies, the years those were completed and/or adopted, and who assisted in the preparation of the plan(s); and
- list all appropriate capital improvements, public and private investment that has occurred in the study area and relates to the project scope.

Explain if the municipality has open ACCD and/or VTrans grants, discuss any relationship to this project application and the municipality's capacity to simultaneously complete multiple grant projects. Explain below:

There is currently an open LTF grant to construct a sidewalk on Johnson Street Extension. This should have no impact on the community's capacity to complete the project, as Hyde Park has simultaneously completed multiple grant projects in the past. Johnson Street extension is one of the "connecting streets" to be explored, so the project could accelerate completion of the open LTF grant.

APPLICATION SUBMISSION

Application Materials MUST be submitted BOTH electronically and in hard copy.

Electronic applications are due 4:00PM, Friday, January 13, 2017. Email them to Jackie.Cassino@vermont.gov. If your materials exceed 10MB, divide them into two emails. Put the municipality's name and project in the subject line, along with 1 of 2 and 2 of 2. Request a Read Receipt if you want confirmation that your application had been received.

Also mail or hand-deliver five (5) paper copies of all electronically submitted application materials. Paper copies must have an original signature and be submitted on white, 8-1/2" x 11" recycled paper. No covers or additional binding.

Mailed applications must be POSTMARKED by Friday, January 13, 2017 and sent to:

Jackie Cassino, Planning Coordinator
VT Agency of Transportation
Policy and Planning
1 National Life Drive
Montpelier, VT 05633

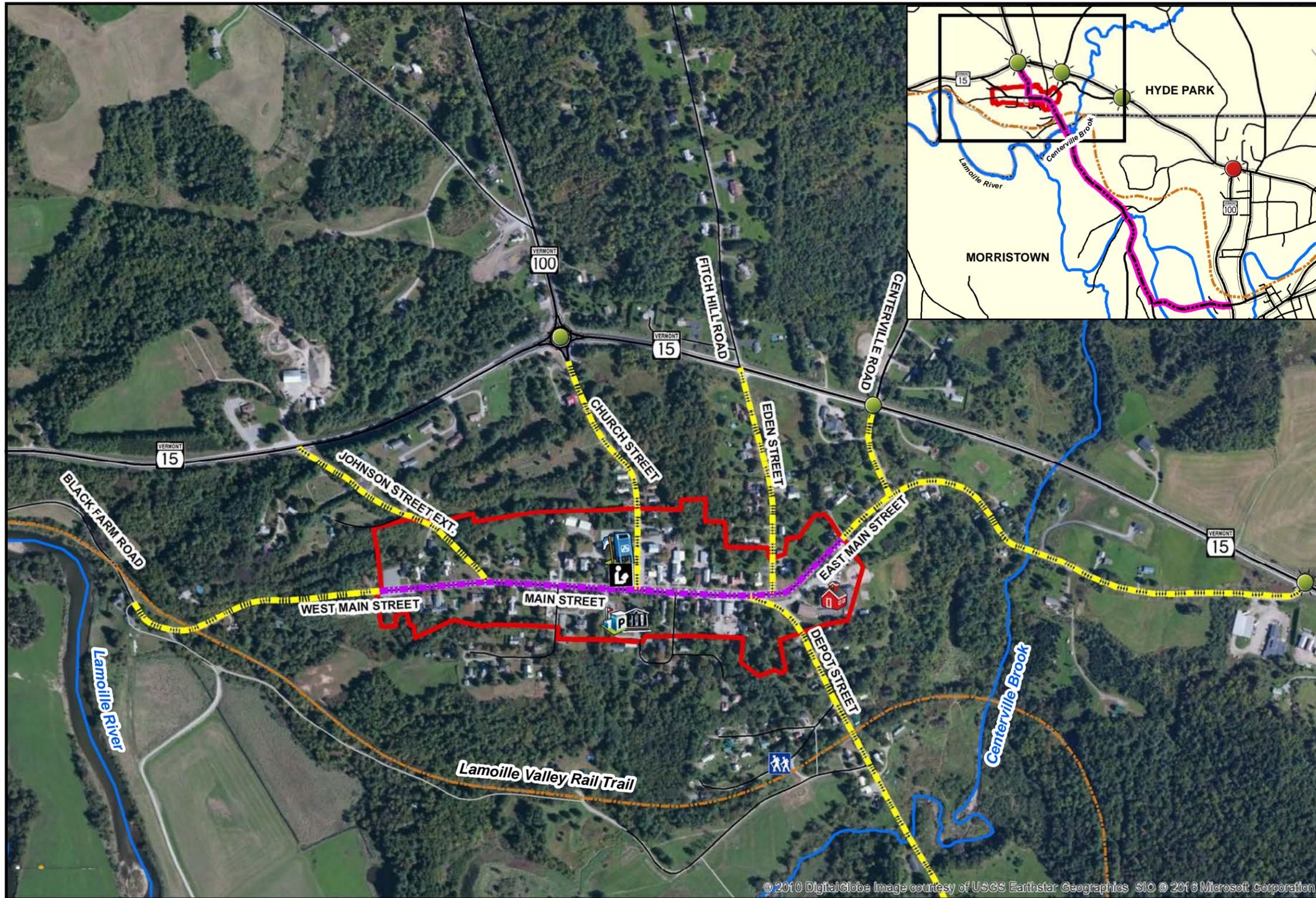
BETTER CONNECTIONS PROGRAM CONTACTS

For questions regarding the BETTER CONNECTIONS Program, contact the BETTER CONNECTIONS Program Managers:

Jackie Cassino | Planning Coordinator
Policy, Planning & Intermodal Development
Vermont Agency of Transportation
One National Life Drive
Montpelier, VT 05633-5001
802.272.2368
jackie.cassino@vermont.gov

Richard Amore | Planning & Project Manager
Community Planning + Revitalization
Agency of Commerce and Community Development
One National Life Drive
Montpelier, VT 05620-0501
802.828.5229
richard.amore@vermont.gov

Project Area Map Hyde Park, Vermont



Map Key

Intersections

- Truck Route Roundabout
- Intersection of Interest
- Hyde Park Elementary School
- LVRT Trailhead
- Hyde Park Library
- Lamoille County Sheriff's Department
- Post Office
- Lamoille County Court House
- Connecting Streets
- Village Streets
- Lamoille Valley Rail Trail

Roads

- State Highway
- Class 2 Road
- Class 3 Road
- Class 4 Road
- Private Road
- Trail
- Stream/River
- Village Center Boundary
- Short Cut to VT 100

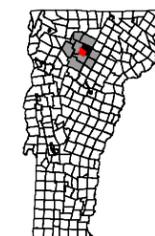
SOURCE:

VILLAGE CENTER AND HISTORIC DISTRICT BOUNDARIES:
LCPC, 2016.

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

ROADS: 1:5,000 VTrans, 2015.

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



Traverse Mercator,
VT State Plane,
Meters, NAD83

For planning purposes only.
Not for regulatory interpretation.

Lamoille County Planning Commission
PO Box 1637, 52 Portland Street
Morristown, VT 05661
802.888.4548 f 802.888.6938
www.lpcvt.org, December, 2016



1,000 500 0 1,000 Feet



**TOWN AND VILLAGE OF HYDE PARK
FY17 2017 BETTER CONNECTIONS PROGRAM
APPENDICES**

- Prior and Current Planning Efforts
- Relevant Capital Improvements and Public and Private Investment
- List of Recent Revitalization Projects
- Letters of Support
 - Lamoille County Planning Commission
 - Lamoille Region Chamber of Commerce
 - Lamoille Economic Development Corporation
 - Friends of the Lamoille Valley Rail Trail
 - Hyde Park Village Improvement Society
 - Hyde Park Town Selectboard
 - Hyde Park Town Planning Commission
 - Lanpher Memorial Library
- Excerpts from the Village of Hyde Park, Land Use and Development Regulations
- Project for Public Spaces Technical Memorandum Findings & Observations and Recommendations
- Village Pedestrian Masterplan Conceptual Plans and Maps
- Village Wayfinding Sign (Installed October 2016)

APPENDIX

a comprehensive list of all prior and current planning efforts, including municipal plans and regulations, economic development studies, scoping studies, the years those were completed and/or adopted, and who assisted in the preparation of the plan(s);

- Hyde Park Town and Village Municipal Plan (2013, developed with assistance from the Lamoille County Planning Commission)
- Hyde Park Village Land Use and Development Regulations (2015, developed with assistance from the Lamoille County Planning Commission)
- Hyde Park Town Land Use and Development Regulations (2016, developed with assistance from the Lamoille County Planning Commission)
- Project for Public Spaces Final Report (2014)
- Hyde Park Connectivity Project (2015, Dufresne Group)
- Village Pedestrian Masterplan (2016, developed with assistance from the Lamoille County Planning Commission)
- Hyde Park Infrastructure Assessment (2014, developed with assistance from the Lamoille County Planning)
- Hyde Park Village Parking Study (1997, Lamoureux, Stone, and O'Leary)
- Hyde Park Town Capital Plan (under development)
- Hyde Park Village Capital Plan -- will include capital plans for three municipal utilities (under development)
- Hyde Park Village Itinerant Vendor, Peddlers, Food Sales Ordinance (2014)

list all appropriate capital improvements, public and private investment that has occurred in the study area and relates to the project scope.

- Hyde Park Village Electric purchased substation purchase from Green Mountain Power. The purchase required GMP to complete site analysis, testing; clean-up)
- VT Bond Bank - Water Engineering Study and Wastewater Engineering Study
- Village Wayfinding Signage (funded through Grant to the Lamoille County Planning Commission by the Northern Borders Regional Commission).
- Hyde Park Solar, Waterhouse Project (funded through variety of sources, including CEDF Solar Grant, Community Solar Tariff, Clean Renewable Energy Grant)
- Depot Street Sidewalk
- Identification and removal of illicit storm water connections to Village Wastewater system.
- Pocket Park at the Lamoille County Courthouse
- Renovation and expansion of the Lamoille County Courthouse
- Expansion of Lamoille County Sherriff Department
- Construction of McMahan Chevy on East Main Street (private)
- Renovation two buildings on East Main Street by Sunrise Development (private)

List of Recent Revitalization Projects

Hyde Park Village, VT

1. **Fiscal Year 2017 Municipal Planning Grant for Downtown Designation**-Hyde Park Village Trustees are applying for an MPG17 grant to fund the work of LCPC to attain Downtown Designation.
2. **2016 Hyde Park Village Solar Project**-In 2015 the Village of Hyde Park's Electric Department began the process of procuring financing and development of a 1 MWac Solar project for the benefit of its customers, the project was financed successfully and construction was completed in 2016 providing 13% of the power required for the Electric Department's distribution system.
3. **ANR Asset Management Grant for Hyde Park Village Water System** -Hyde Park Village was recently awarded an asset management grant of \$20,000 by the VT ANR Drinking Water Division. This will be very beneficial for securing the future of the water system's integrity and reliability for the next 100 years.
4. **2016 Hyde Park Elementary School Renovation Project**-The Hyde Park Elementary School has just received voter authorization to bond for up to \$9.8 million to renovate the Elementary school, the school will be able to continue the utilization of the Lamoille Central Academy Historical wing of the building and bringing it up to current safety codes and rebuilding the newer additions while incorporating the Historic architecture into the new design.
5. **Installation of LVRT/ Village Way Finding Signs**- Signs installed October of 2016. Signs installed along Depot St., Church St. and Main St. This project is a recommendation/follow-up to the Projects for Public Spaces Report.
6. **2016 Village of Hyde Park Pedestrian Master Plan**- The Masterplan was developed to enhance the Village's existing walkable environment and capitalize on the Village's adjacency to the Lamoille Valley Rail Trail (LVRT) which intersects the Village at Depot Street. Additionally the Pedestrian Master Plan explored connectivity opportunities between the Rte. 15 corridor and Hyde Park Village Center.
7. **2016 Master Plan for Improvement to Public Spaces**-The Village received an FY15 Municipal Planning Grant to develop a master plan for improvement of public spaces in the Village, including Moss Woods and French Park. This project was in response to findings from the Projects for public Spaces Report.

8. **Hyde Park LVRT Trailhead**-In progress. LVRT trailhead parking and a pavilion/kiosk will be located off Depot Street Extension. Hyde Park is currently working with LCPC and the EPA Brownfields Program to clean up the site and prepare it for the trailhead parking facility and pavilion.
9. **2015 Revised Village Zoning and Adoption of the Hyde Park Unified Land Use and Development Regulations** - Created the Village Center District and established Church Street as the “gateway” to the village. The new zoning incorporates Elements of Form Based Code standards.
10. **2014 Depot Street Sidewalk Construction**-In 2014 the Depot St. sidewalk was constructed adding a safe route for pedestrian travel to the Elementary School and Main Street. This connection also encourages LVRT users to head from the Trail to Main Street.
11. **Moss Woods Park**-Moss Woods Park was gifted to Hyde Park Village from the Hyde Park Village Improvement Association in 2014 the value of the park is \$60,000.
12. **French House and French Park**-In 2013 the Village of Hyde Park was gifted the French House and parcel for the French Park. This gift from the French Family has an appraised value of \$231,100.
13. **2013 Project for Public Spaces**-In 2013, Hyde Park was selected to receive technical assistance from the Project for Public Spaces through the U.S. EPA’s Building Blocks for Sustainable Communities program.
14. **2012 Tax Stabilization Program**-In April 2012, to help facilitate new development within traditional village areas, the Selectboard and Trustees agreed to a joint Town/Village tax stabilization program that will apply to both Hyde Park Village and the North Village.
15. **2012-2017 Town and Village Municipal Development Plan**-Town and Village developed a joint comprehensive Municipal Development Plan.



Lamoille County Planning Commission

PO Box 1637
52 Portland Street, Second Floor
Morrisville, Vermont 05661
www.lcpcvt.org

(802) 888-4548 • e-mail: lcpc@lcpcvt.org • fax: (802) 888-6938

January 4, 2016

Jackie Cassino, Planning Coordinator
VT Agency of Transportation
Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Dear Ms. Cassino,

The Lamoille County Planning Commission is pleased to offer this letter of support for the Town and Village of Hyde Park's application to the Better Connections Program. Hyde Park is actively engaged in revitalizing the Village. As the Shire of Lamoille County, the vitality of the Village of Hyde Park is integral to the vitality of the Region as a whole.

The Village of Hyde Park is identified as a "Center Area with Water and Wastewater" by the 2015 Lamoille County Regional Plan. One of the overarching future land use goals identified in the Regional Plan is to ***"Increase the number of public road miles in Center Areas served by appropriate pedestrian infrastructure."*** This project will assist the community in planning for future pedestrian infrastructure, and coordinating these investments with other capital improvements.

The Regional Plan also includes the following action items related to the project:

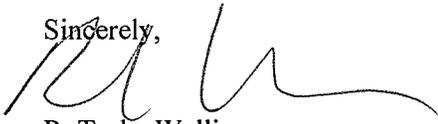
- Encourage municipalities to develop transportation infrastructure inventories and capital budgets in an effort to effectively manage municipal highway infrastructure and prioritize improvement projects.
- Ensure the transportation network is designed to safely accommodate all users, including pedestrians and bicyclists, particularly in Center Areas.
- Encourage and assist in the implementation of traffic calming measures at appropriate locations throughout the region.
- Encourage municipalities to apply Complete Street principles, appropriate to the setting to provide safe access and circulation for pedestrians, bicyclists, transit riders, and motorists.
- Continue to coordinate with appropriate agencies and municipalities to ensure that land use and transportation decisions are linked so that land uses are supported by the appropriate types, levels, and timing of transportation improvements.
- Coordinate with municipalities on land use and transportation projects to address local transportation needs, including regional access management issues.
- Assist municipalities in establishing land use patterns that encourage alternative modes of transportation and multi-modal connections.
- Continue to work with VTrans and municipal road and highway departments, to design, construct, and maintain roadways in a manner which preserves the character of the region.

- To discourage strip development and maximize efficient use of the existing capacity of the regional transportation network, LCPC will work with municipalities to explore and implement measures such as access management policies that encourage or require use of shared access and parking, development of access management plans under 24 VSA § 4432(1), capital planning for bicycle/pedestrian improvements and local park-and-rides, site plan review that includes specific standards for signs, lighting, parking etc., context sensitive design, design review of form based codes, and/or limiting non-residential uses along corridors in rural areas.

Hyde Park is a small but growing community. Lamoille County Planning Commission has been working closely with Hyde Park to complete and advance a variety of planning projects, including the municipal plan, amending zoning regulations, conducting transportation studies, and undertaking infrastructure / capital planning projects. We are excited to work with Hyde Park on this most timely project. Ensuring that economic development and transportation decisions align is a key priority for local, regional, and state planning efforts.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Tasha Wallis', written over the word 'Sincerely,'.

R. Tasha Wallis
Executive Director



LAMOILLE REGION CHAMBER OF COMMERCE

92 Lower Main Street, P.O. Box 1459, Morrisville, VT 05661 P: (802) 888-7607 F: (802) 888-5006 www.lamoillechamber.com

LRCC Board of Directors

Mary L. Collins
LRCC Chairwoman
Lamoille Home Health & Hospice
The Manor
Shine Communications

Nick Rivers
LRCC Vice Chairman
Casella Waste Management

Becky Olson
LRCC Secretary
Olson & Associates, PLC

Karen Blanchard-Smith
LRCC Treasurer
Union Bank

Greg Paus
Member At Large
Silver Ridge Design, Inc.

Catherine Aranda-Learned
Vermont Artistry Photography

Dawn Archbold
Community Member

Robert Coates
Power Play Sports

Nancy Durand
Pall Spera Company Realtors

Adam Lory
Union Bank

Rich Marron
Town & Country Resort

Ryan Meravi
Vermont Web Marketing
802 Mobile

Rich Smith
Hickok & Boardman Insurance

Chamber Staff

Jen Kittell
Administrative Assistant

January 4, 2016

Jackie Cassino, Planning Coordinator
VT Agency of Transportation
Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Dear Ms. Cassino,

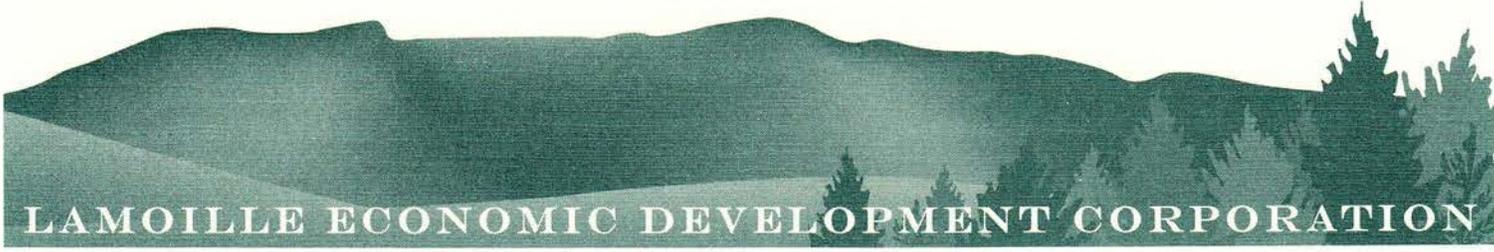
The Lamoille Region Chamber of Commerce is pleased to offer this letter of support for the Town and Village of Hyde Park's application to the Better Connections Program. The Chamber proudly serves 225 members within Lamoille County and strives to be the community's leading business organization representing its membership in the preservation of economic, agricultural, cultural, and recreational excellence.

One of the Chamber's goals is to work with local leaders and support a business-friendly environment that will support our economic development. The Better Connections project will fund a market study and gap analysis to help better understand the Village's future niche in the regional economy, and identify transportation and other infrastructure upgrades needed to support development in the Village. This will support existing businesses as well as create new opportunities for economic development in the Region.

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

Sincerely,

Mary L. Collins
Board Chair, Lamoille Region Chamber of Commerce



LAMOILLE ECONOMIC DEVELOPMENT CORPORATION

January 10, 2017

Jackie Cassino, Planning Coordinator
VT Agency of Transportation
Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Dear Ms. Cassino,

The Lamoille Economic Development Corporation (LEDC) is pleased to offer this letter of support for the Town and Village of Hyde Park's application to the Better Connections Program. The LEDC is a private non-for-profit corporation sponsored by Lamoille County businesses and municipalities as well as the State of Vermont. Our Mission is to strengthen the county's economy through facilitating the creation and expansion of jobs and businesses and investing for the prosperity of Lamoille County communities.

Lamoille County is often envisioned as a tourism economy because of Stowe and Smugglers Notch. The truth is our employment base crosses hundreds of industry sectors. However, the lack of "shovel ready" properties with the necessary infrastructure is a barrier to achieving the Region's full potential.

The Better Connects project will fund a market study and gap analysis to help better understand the Village's future niche in the regional economy, and identify transportation and other infrastructure upgrades needed to support development in the Village. This will create new opportunities for recruitment and expansion of businesses in the Region.

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

Sincerely,



John T. Mandeville
Executive Director



Friends of the Lamoille Valley Rail Trail, Inc.

Post Office Box 995, Morrisville, VT 05661

www.friendslvrt.org

January 6, 2017

Jackie Cassino, Planning Coordinator
VT Agency of Transportation
Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Dear Ms. Cassino,

The Friends of the Lamoille Valley Rail Trail (FLVRT) are pleased to offer this letter of support for the Town and Village of Hyde Park's application to the Better Connections Program. The Friends support the development, maintenance, and promotion of the Lamoille Valley Rail Trail as a public resource offering a tranquil and scenic year-round multi-use recreation and transportation corridor.

FLVRT was chartered and incorporated as a 501c3 in the summer of 2006 with the vision of promoting the trail as a transportation corridor and recreational path for non-motorized users. Our goal is to increase awareness of the trail's recreational and economic importance to Vermont, and to assist in, or assist in the recruitment for, the hands-on work of trail maintenance. We strive for a trail that is endorsed by adjacent landowners and municipalities, and is safe and accessible, with sufficient amenities, for all users.

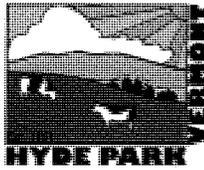
A major piece of Hyde Park's Better Connections Grant Project will be exploring ways to better connect Hyde Park Village to the LVRT. The project will identify potential physical infrastructure such as connection trails, sidewalks, parking, and interpretive signage. It will also develop strategies to supporting growth of trail-based businesses and amenities that will encourage trail users to visit the Village.

The project will build on past collaborations between FLVRT and communities along the Trail, such as the recently completed Trail Guide for the Morristown to Cambridge section of the Trail. This trail guide was incorporated into interpretive signs in Hyde Park Village and other trailhead kiosks throughout the Region.

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

Sincerely,

Donna Higgons, Chairperson
Friends of the Lamoille Valley Rail Trail Board of Directors



Hyde Park Selectboard
PO Box 98
Hyde Park, VT 05655

January 10, 2017

Jackie Cassino, Planning Coordinator
VT Agency of Transportation Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Re: Town & Village of Hyde Park – 2017 Better Connections Program
Subj.: Hyde Park Village Transportation Action Plan

Dear Ms. Cassino:

The Hyde Park Selectboard discussed this grant application on January 9, 2017. We are pleased to provide this letter of support for this project.

The Town and Village legislative bodies have worked cooperatively on a number of projects to improve the existing village street network. Pedestrian connections and improved vehicular access from Route 15 to Main Street are critical next steps in the long-term effort of revitalizing the Village of Hyde Park, which will in turn benefit the entire town as well as visitors and residents of neighboring communities that drive through our town.

The 2012 Town and Village Comprehensive Development Plan's Transportation section includes this goal:

- To expand opportunities for residents to access alternative modes of transportation, whether by carpool, public transit, walking, or bicycling.
- To maintain a safe, pedestrian-oriented village that will support a vibrant local economy.

Hyde Park has sufficient existing reserve funds for the required grant match and we look forward to the upcoming public meetings to discuss additional capital investments in this corridor.

Please feel free to contact me at anytime with any questions.

Sincerely,

David Gagnier, Chair
Hyde Park Selectboard
802-888-7808

Hype Park Village Improvement Association
c/o Duncan Tingle
Tingle Road
Hyde Park, Vermont 05655

January 10, 2017

Jackie Cassino, Planning Coordinator
VT Agency of Transportation Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Re: Hyde Park 2017 Better Connections Program
Subj.: Village Gateways and Corridor Planning Study

Dear Ms. Cassino:

This letter is in strong support of the joint grant application by the Town of Hyde Park and Village of Hyde Park, which will provide resources for the development of a Hyde Park Village Transportation Action Plan.

Hyde Park Village Transportation Action Plan

Through the Better Connections Grant, the Community will create an "Activity Center Master Plan" referred to as the Hyde Park Village Transportation Action Plan. The Action Plan will evaluate and prioritize physical improvements to (a) Main Street, (b) the six intersecting streets that connect Main Street to the Lamoille Valley Rail Trail. The project will also provide objective data regarding the Village's current and potential future niche in the regional economy. Utilizing this information, the Action Plan will inform and guide the capital budgets for the Town Highway Department and the Village Sewer, Water and Electric utilities.

The Hyde Park Village Improvement Association has a long history of providing community services, activities, and participating in local government. Our association has inventoried and maintained public shade trees, as well as advised local government officials on village needs and opportunities. We fully support this grant and we look forward to meeting and working with the experts that Better Connections will bring to Hyde Park.

Sincerely,



Duncan Tingle, President
Hyde Park Village Improvement Association



Hyde Park Selectboard
PO Box 98
Hyde Park, VT 05655

January 10, 2017

Jackie Cassino, Planning Coordinator
VT Agency of Transportation Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Re: Town & Village of Hyde Park – 2017 Better Connections Program
Subj.: Hyde Park Village Transportation Action Plan

Dear Ms. Cassino:

The Hyde Park Town Planning Commission discussed this grant application on December 19, 2016. We are pleased to provide this letter of support for this project.

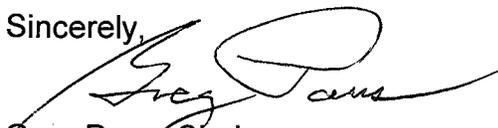
The Town and Village planning commissions have worked cooperatively to adopt a joint comprehensive plan and this grant will significantly enhance the community's capacity to implement the goals and recommendations in that Plan. At the Dec 19th meeting, the following discussion occurred:

Better Connections Grant: Seth reported that this is a transportation planning grant for infrastructure planning within designated village centers. Last year's Village of Hyde Park application was not approved but new studies are available to be incorporated into a new application. Seth is preparing a new application for the Trustees and Selectboard to review and approve – due January 13th. A potential scope of work will include a study of the multiple traffic routes in and out of the village and options to reduce or control them in a different manner. Motion by Vicki, seconded by Bob, to authorize Greg Paus to sign the grant resolution in support of the grant application. Voting: 4 in favor, 0 against, motion passed.

The Commission will participate in and support the efforts of the steering committee and project consultants, with an emphasis on ensuring the highest level of public participation possible.

Please feel free to contact me at anytime with any questions.

Sincerely,



Greg Paus, Chair
Hyde Park Planning Commission
802-888-5073



Lanpher Memorial Library
141 Main Street
P.O. Box 196
Hyde Park, VT 05655
802-888-4628
hydeparklibrary@yahoo.com
lanpherlibrary.org

January 10, 2017

Jackie Cassino, Planning Coordinator
VT Agency of Transportation Policy and Planning
1 National Life Drive
Montpelier, VT 05633

Re: Hyde Park 2017 Better Connections Program
Subj.: Village Gateways and Corridor Planning Study

Dear Ms. Cassino:

I am writing this letter on behalf of the Lanpher Memorial Library to provide our enthusiastic support for the joint grant application by the Town and the Village of Hyde Park.

As the Lanpher Memorial Library continually evaluates our role in the Hyde Park Community and adapts our services to meet present and future needs, we agree that a study to examine Town and Village opportunities and deficiencies is important for current and future residents of Hyde Park. The exploration of parking, business development and bicycle and pedestrian improvements are areas for which we see great potential.

The Lanpher Library Trustees are encouraged by the community's interest in bringing new business to Main Street and improving the traffic flow, pedestrian and bicycle routes to the Library and to the Village in general.

As we expand the ways we connect library services with other libraries in the region, we see parallels with improving economic development opportunities and transportation improvements in our community.

The Lanpher Memorial Library supports this grant and we are eager to meet and work with the experts that Better Connections will bring to Hyde Park.

Sincerely,

Amy Olsen
Library Director
Lanpher Memorial Library

Excerpts from the *Village of Hyde Park, Land Use and Development Regulations, Village Zoning Bylaws*

1.1.1. When the Administrative Officer cannot definitely determine the location of a District boundary line by the above rules or by the scale or dimensions on the Official Zoning Map, the DRB shall interpret the District boundary. Disputes over the exact location of Flood Hazard Area boundaries shall be resolved by the DRB based upon survey and/or other evidence including input from the State Department of Environmental Conservation. Independent Technical Review may be required, subject to the provisions of Section 9.1.12 on page 89 of these bylaws.

Lots in two or more zoning districts

1.1.2. The provisions of the District within which the structure is being constructed or use being proposed shall apply. (For example, part of parcel A is in Village Center District and the remaining portion is in the Village Residential District. The landowner cannot build an operation not allowed in the Village Residential District on the portion of his/her property that lies in the Residential District).

1.1.3. The minimum frontage and minimum setback requirement for the District in which the structure is to be located shall control, and if the structure is to be in both Districts, the more restrictive requirement shall prevail.

2. PURPOSE OF ZONING DISTRICTS

2.1. Village Center (VC)

The Village Center District serves as the core of the Village of Hyde Park.

The purpose of this District is to provide for a mix of commercial, residential, institutional, and governmental uses in a traditional pedestrian friendly environment. Reuse and restoration of existing buildings, as well as new development, is encouraged, provided it is designed with sensitivity towards the Village's historic character.

Multi-level buildings of varying architectural styles with ground level commercial space accessible from the street are encouraged in this District. Most buildings contain at least two stories. Architectural features such as dormers and copulas are incorporated into most buildings with more than two stories. The upper stories of buildings may be occupied by both residential and non-residential uses.

“Carriage houses” are located behind many principal structures. In general, carriage houses are smaller than the principal structure, but are similar in style and appearance. Reuse of existing

carriage houses and construction of new ones is encouraged in this District. Carriage houses may contain a wide range of residential and non-residential uses.

While residential uses are anticipated in the Village Center, it is essential that residential uses not dominate the district. Therefore, residential uses other than single family homes should generally be located in upper stories or within carriage houses to the rear of structures, rather than in ground level space that could otherwise be occupied by storefronts.

Large institution buildings, such as the Lamoille County Court House and Hyde Park Elementary School, are located within this District. These institutional uses should be allowed to expand within the District as needed to continue to serve the community. It is understood that these structures will likely be larger than most other buildings within the District. For example, it is anticipated that institutional buildings may have three to four stories. Use of landscaping, fenestration, and other architectural features is encouraged to interrupt the bulk of these larger buildings.

An inviting pedestrian friendly streetscape is an important component of this District. Sidewalks and paths should be constructed along streets and from streets to buildings. Buildings located close to the sidewalk with inviting storefronts or deep front porches contribute to this atmosphere. Street trees, public art, and public and private seating areas along Main Street are also encouraged. Pedestrian connectivity to public areas such as Moss Woods and the Lamoille Valley Rail Trail is an important component of development within this District. On-street parking and other traffic calming measures are encouraged to decrease vehicle speed and encourage pedestrian safety.

Sufficient parking is necessary for commercial viability. However, on-site parking lots should not be allowed to dominate the visual appearance of Main Street. On-street parking and public parking areas should provide most of the parking needs of the District. New off-street parking lots should not be permitted in front of buildings, but rather should be located to the side or rear of buildings. Use of shared and off-site lots to accommodate parking needs is strongly encouraged.

2.2. Village Residential (VR)

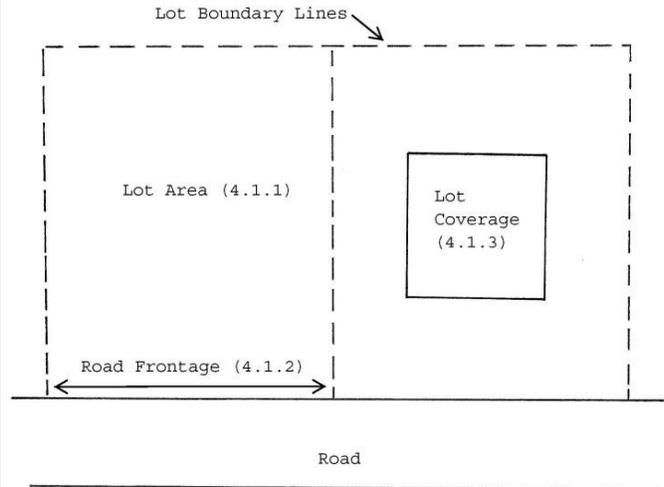
The Village Residential District extends to those lands south of Route 15/100 surrounding the Village Center.

The purpose of this District is to encourage residential development in areas within walking distance of the Village Center, which can utilize existing infrastructure such as municipal water, sewer, and sidewalks. The District is made up of residential neighborhoods with homes lining residential streets. Many homes have relatively narrow front yards and large front porches. “Carriage houses” are located behind many homes. In general, carriage houses are smaller than the home, but similar in style and appearance.

3. ZONING DISTRICT STANDARDS

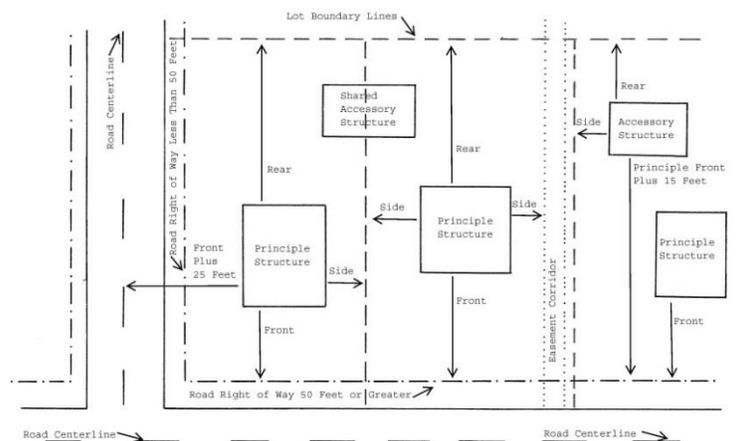
VILLAGE CENTER - VC

LOT CONFIGURATION See Section 4.1	
Minimum Area	NA
Road Frontage	NA
Lot Coverage	60% max
Max Residential Density ⁽¹⁾	1 du/0.33 acre max
Lot Coverage/Density Bonuses	
Provides public access to LVRT or Moss Woods	+10%
Meets LEED or Vermont Builds Green Certification Standards	+10%
Meets historic preservation standards	+10%
<i>(1) Except for designated elderly and accessible dwelling units, in which case density shall be limited by lot coverage only.</i>	



4.1 Lot Configuration. Requirements for lot area, road frontage, and lot coverage may vary by district. Contact the Zoning Administrator to discuss.

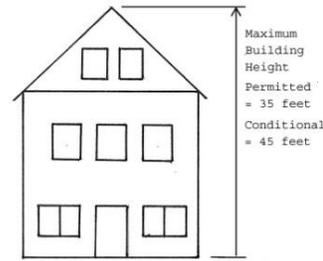
BUILDING PLACEMENT See Section 4.2	
Principal Structure Setbacks	
Front	0 ft. min- 25 feet max
Side and Rear ⁽¹⁾	6 ft. or attached
Carriage House Setbacks	
Front	Principal structure + 15 feet
Side and Rear ⁽¹⁾	5 ft. or attached
Accessory Structure Setbacks	
Front	Principal structure + 15 feet
Side and Rear ⁽¹⁾	5 ft. or attached
<i>(1) No side or rear setback is required for attached structures straddling a lot line.</i>	



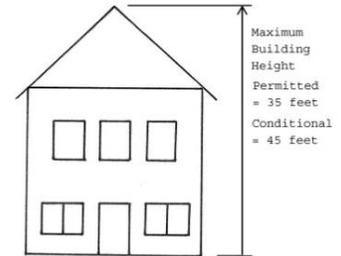
4.2 Building Placement. Requirements for placement of principle, accessory, and shared structures may vary by district. Contact the Zoning Administrator to discuss.

VC

HEIGHT AND ROOF DESIGN	
See Section 4.3	
Building Height	
Height (permitted)	35 feet max
Height (conditional)	No max
# of stories (permitted)	1.5-2.5 stories
# of stories (conditional)	1 story ⁽¹⁾ 3-4 stories
The height of carriage houses and accessory structures shall not exceed the height of the principal structure located upon the lot.	
<i>⁽¹⁾ All single story buildings shall be designed such that additional stories may be added in the future. Roof beams and walls shall be structurally designed to bear the load of at least one additional story.</i>	
Roof Design	
Roofs with a pitch of 4:12 or less shall provide either (a) a cornice or parapet at least three feet in height, or (b) a pediment framed by cornices at least six inches in width along all three sides. A larger parapet or pediment may be required if necessary to screen any roof-mounted equipment from street level. This standard shall not apply to compound roofs or secondary roofs (such as over porches, dormers, and other similar building extensions).	
A cornice with decorative mounts shall be required for single story, flat roofed buildings. At least one mount shall be located no more than three feet from each corner of the roof. An additional mount shall be required for every ten feet of horizontal length of the building façade. Mounts shall be evenly spaced.	
Dormers and Rooftop Elements	
Except for Institutional buildings, the roof over each building bay shall contain at least one dormer or rooftop element if the building meets one or more of the following criteria: (a) The building has 3 or more stories; (b) The building is greater than 35 feet in height, or (c) the building requires more than two bays (as defined below).	

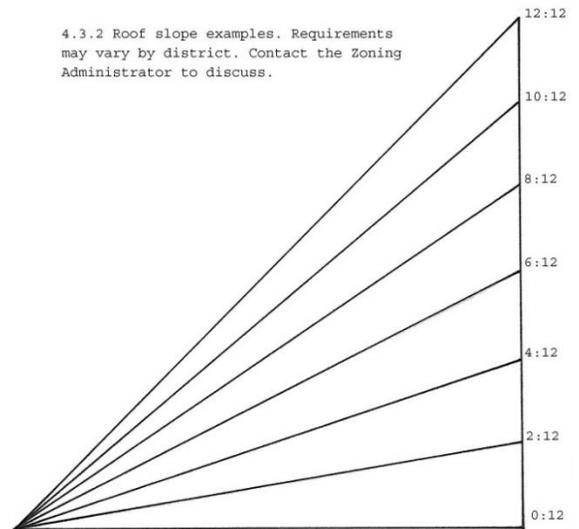


4.3.1 Building Height. Example 2 1/2 Story Building. Permitted and Conditional number of stories varies by district. Contact the Zoning Administrator to discuss.

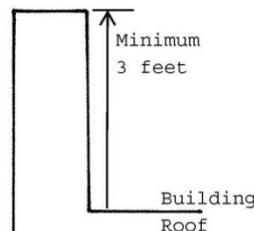


4.3.1 Building Height. Example 2 Story Building. Permitted and Conditional number of stories varies by district. Contact the Zoning Administrator to discuss.

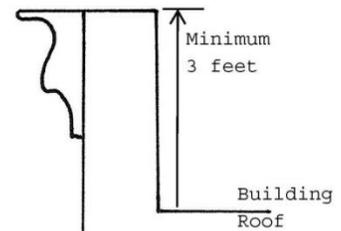
4.3.2 Roof slope examples. Requirements may vary by district. Contact the Zoning Administrator to discuss.



Parapet



Cornice Mount on Parapet

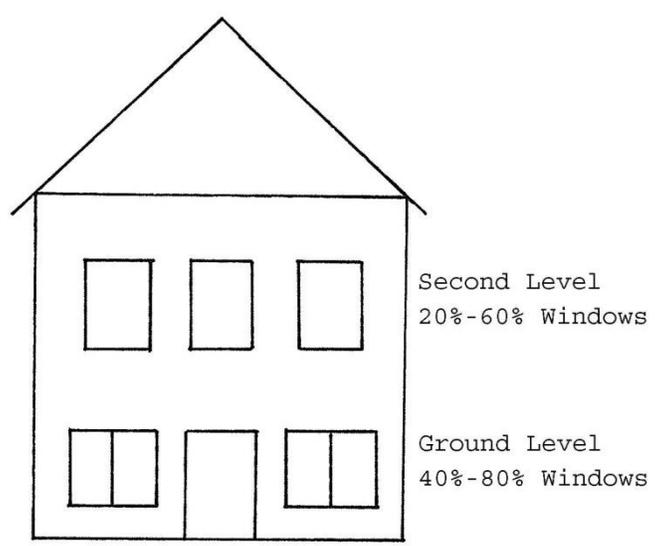
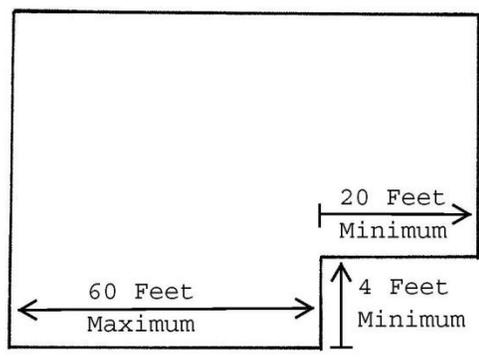


Building Face

Institutional Buildings
Institutional buildings with 3-4 stories or greater than 35 feet in height, or requiring more than two bays (as defined below) shall either meet the requirement above or shall contain a single rooftop element over the primary building bay. Such rooftop element should be at least 20% of the area of the primary building bay.

VC

BUILDING FACADES	
See Section 4.4	
Bays	
Except for institutional structures, street facing building façades greater than 60 ft. in width shall be divided into bays. The bay closest to the street shall be considered the “primary building bay;” other bays shall be considered “secondary building bay.”	
Bay width	20 ft. min, 60 ft. max
Depth Between Bays	4 ft. min
Window/Building Openings	
Ground floor window coverage	40% min 80% max
Upper floor window coverage	20% min 60% max
Each building shall have at least one pedestrian entry door facing the street. Except for institutional buildings, additional pedestrian entry doors shall be provided at intervals no greater than 50 feet along all street-facing façades.	
Drive-through service windows may be permitted on the rear or side façade of buildings, subject to Conditional Use Review by the DRB.	
Façade Elements	
Except for Institutional buildings, all building facades facing Main Street shall incorporate at least one of the following elements at ground level: awnings, porches, storefronts, stoops w/ stairs, patios/terraces, bay windows, or murals.	



VC	
<i>Awnings</i>	
Awnings shall generally extend over window and door openings.	
Awnings may extend beyond the front yard setback, but shall not extend into the road right-of-way.	
Vertical Clearance	7 ft. min
Projection	3 ft. min
Length	At least 40% of facade
<i>Porches</i>	
Depth	5 ft. min, 16 ft. max
Vertical Clearance	8 ft. min
Length	6 ft. min
<i>Storefront, Retail</i>	
Storefronts located twenty (20) feet or closer to the front sidewalk shall have transparent display windows covering no less than 70% of the portion of the wall between 1 and 7 ft. above the adjoining sidewalk or ground. The top edge of the storefront window shall be a minimum of 5 ft. high. This window requirement may be substituted by the installation of approved public amenities specifically defined as public art, benches and bike racks, all of which require the approval of Hyde Park Arts, a committee of the Board of Trustees. HPA written approval is required prior to the issuance of a permit.	
<i>Stoops w/ Stairs</i>	
Depth	6 ft. min
Length	6 ft. min
Height above ground	2 ft. max
<i>Patios/Terraces</i>	
Depth	8 ft. min
Length	At least 30% of facade

<i>Bay Windows</i>
Bay windows shall have transparent windows on both front and side surfaces.
<i>Murals</i>
Coverage: front of building façade = 40% minimum The mural design shall be approved by Hyde Park Arts, a committee of the Board of Trustees. HPA written approval is required prior to the issuance of a permit and shall require regular upkeep of the mural by the applicant and shall stipulate that the mural design may not be modified without the approval of the Board or designated authority.
Standards for Institutional Buildings
Institutional buildings that do not meet the building façade standards outlined above should provide at least one (1) large tree or two (2) medium or small trees for each 30 feet of building length. Trees may be planted at regular intervals or massed at specific locations, provided that the trees do NOT lie beneath electric power lines. In addition, institutional buildings should also provide street furniture and outdoor seating areas.

VC

SIGNS See Section 7.	
Number of Signs	
Total signs per parcel - including multiple businesses on one parcel	2 max ⁽¹⁾
In addition, each business may utilize one Temporary Sign, such as an a-frame or sandwich board with no more than two sides, which shall be limited to six (6) square feet per side and four (4) feet in height. Temporary Signs shall be removed daily at the close of business.	
<i>⁽¹⁾ One free standing sign and one attached (either paralleled or projecting) sign.</i>	
Sign Size	
Individual Sign Area (permitted)	10 sq.ft. max
Individual Sign Area (conditional)	25 sq.ft. max
Common Signs	
Where multiple businesses are contained within a single building or on a single parcel, one common sign may be utilized as one of the two allowed signs per parcel.	
The common sign may be free standing or attached, and the maximum square footage may include any number of panels advertising individual businesses.	
Common Sign Area (permitted)	15 sq.ft. max
Common Sign Area (conditional)	40 sq.ft. max
Individual businesses within the building or lot may install a single attached sign with an area no greater than 10 sq.ft. in the vicinity of the public entrance to the business.	



EPA Livability Solutions Building Blocks for Sustainable Communities Technical Assistance 2012-2013

DRAFT Technical Memorandum

prepared for
Village of Hyde Park, VT



The logo for Project for Public Spaces (PPS) features the letters 'PPS' in a bold, sans-serif font above the words 'PROJECT FOR PUBLIC SPACES' in a smaller font. To the right of the text is a square icon divided into four quadrants: red (top-left), yellow (top-right), blue (bottom-left), and green (bottom-right). A white circle is centered in the intersection of the four quadrants.



III. Findings & Observations

This section summarizes key findings from the workshops and site visit relevant to the Village of Hyde Park’s goals of creating a more sustainable, vibrant, and livable Village and surrounding region, as well as a more lively, pedestrian friendly Main Street.

Finding #1 – Workshop participants expressed a desire to make the Village of Hyde Park and especially its Main Street more vibrant – with more things to do and more people on the street – while still maintaining its small town, local character.

Workshop participants recognized that to make the Village’s Main Street more vibrant, it needs to have more things to do and places to frequent. Specific needs that came up included a desire for a restaurant that serves dinner and more public gathering spaces (discussed in a finding below) that could serve to attract both locals and tourists. Target tourist demographics that were raised included people staying at nearby

resorts, bicyclists, and Canadians visiting for shopping and leisure. Lamoille County overall is working to attract more four-season visitors to the region by expanding beyond its traditional ski market to offering warmer weather activities like bicycling, hiking, kayaking, and rafting. The Village’s outdoor amenities, such as the Lamoille Valley Rail Trail, complement this regional marketing strategy.

Finding #2 - The Village of Hyde Park has many assets and special places, but too many of these are not well-publicized or capitalized on, and even the Village itself is not well-signed for those traveling on the state highway.



P.H. Edwards



Courthouse

Throughout the two workshops, as well as our visit overall, we were exposed to many unique places and assets in the Village and its surrounding area. These include numerous historic buildings (Governor’s House, Opera House, Second Congregation Church, P.H. Edwards, etc.) and beautiful outdoor amenities (the riverfront, Moss Woods, Ten Bends, etc.). As a state-designated Village Center, Hyde Park has the opportunity to tap resources and funding that build upon these assets, including tax credits for historic property upgrades, façade improvements, and priority consideration for certain grant programs, among other benefits.

However, it seemed clear that there is a lack of awareness – even among locals – about the existence or significance of some of these important places in the community. Many of these assets were also not legible to local folks and/or visitors. In fact, the very existence of the Village is not well-marked for people passing by on Route 15, beyond the inclusion of one sign noting the Village’s name.

For tourists, many of whom are likely in the area for other purposes – such as visiting the local resorts – the first hurdle to visiting the Village is the lack of compelling signage on Route 15/100, which bypasses the Village. Many people driving on this road likely do not notice the standard Vermont Department of Transportation (VTrans) sign with the Village’s name on it, and even if they do, the sign does not offer any compelling information about why someone should turn off the road to visit the Village.. There are six roads from Route 15 that lead into the Village’s Main Street, but only one of these has a sign with the Village’s name, and then there are no other visual cues on the road signaling interesting destinations just a short drive down those turnoffs.

Once a visitor arrives in the Village, he or she is greeted by a lovely set of historic streets and buildings, but no information

about the significance of the place, its buildings, its amenities, etc. Since there are few commercial establishments on Main Street, a visitor would have few things to do in the Village right now, other than admiring some of your beautiful historic properties from the street.

Finding #3 - There is a lack of public places for people to gather outside on Main Street



Library

The Village lacks a ‘green’ that is a feature of many small New England towns, and workshop participants noted a lack of places for people to hang out and gather together, such as a park or plaza. The elementary school does have a playground with a seating area, but this is not visible from the

street. The opera house, library, and court house have benches; however, they are disconnected from the street. Public spaces are important in helping to build community and to give people more places to go and things to do.

Finding #4 - Several intersections and streets in the Village present challenges for pedestrians and speeding is perceived to be a problem on some streets.



Intersection of Depot, Eden, and Main Streets

Workshop participants expressed a desire to see the pedestrian friendliness of several streets and intersections in the Village improved in order to make it safer and easier for people to walk. Many of these streets lack sidewalks. These include:

- The roundabout at the intersection of Church Street and Route 15
- Depot Street North (going south from the elementary school)
- Church Street (going north from Main Street to the roundabout)
- Johnson Street extension
- East Main Street to Centerville Road
- Route 15 (going from the Village offices to the Lamoille Union Middle and High School)
- West Main Street/Black Farm Road (going from the Village' Main Street to the Lamoille Union Middle and High School)
- Eden Street

Several people also raised concerns about speeding vehicles on Depot Street near the elementary school. Because of the street's incline, motorists are challenged with limited sightlines when heading north on the street just before the school, which makes this section even more dangerous to have speeding occur. The intersection at Depot, Eden, and Main Streets bordering the school was deemed particularly unsafe for pedestrians.

Finding #5 - There is a desire and multiple opportunities to enhance bicycling and trail opportunities in the region



Site of future trailhead for the Lamoille Valley Rail Trail

There were several existing, planned, or potential trails and bicycling routes that were mentioned as local assets by workshop participants, including the Lamoille Valley Rail Trail, Ten Bends, Moss Woods, the riverfront, and some private properties (Ray Chauvin and Jeff Millers' properties). These

trails and outdoor amenities represent an opportunity to attract hikers and bicyclists to the Village.

Finding #6 – Making the Village of Hyde Park stronger and more vital requires collaboration across the region

There was recognition during the workshops that to succeed, the Village cannot act alone or see itself as a competitor with local towns and villages. Instead, the Village needs to collaborate regionally on strategies that attract more tourists, residents, and businesses to the area. At the same time, workshop participants also talked about the need for the Village to assess and build on its unique assets – such as its historic buildings and Main Street, as well as outdoor amenities - as a means to attracting people to its downtown. Having a clear sense about why someone would want to visit the Village, and enough places and activities to sustain a visit for one or two days for different types of target audiences is an important exercise.



Rhinebeck, NY

IV. Recommendations

To succeed, a small town or village needs to capitalize on all of its strengths, as well as to collaborate regionally with its neighbors, in order become the kind of thriving place that serves both local residents and visitors. A community's public realm - its streets, institutions, and other public spaces – plays a vital role in this area. Great streets and public space attract people to them, they enhance businesses and other private development, and they serve as the 'public face' of a community.

This section focuses on recommendations to further the goals we heard both the Village of Hyde Park staff and residents articulate, including:

- Attracting more people, including both residents and visitors, to Main Street in the Village and other local destinations

- Making Main Street more walkable and vibrant
- Improving the pedestrian safety and accessibility of other streets in the Village

1. Create a Gateway street into town to welcome and attract people to the Village



Burlington, VT

A 'gateway' is street that serves as the entry to a location, such as a town. The Village should consider creating a gateway street from the roundabout on the Route 15 down Church Street. Gateway features would accomplish multiple goals, including helping to raise the profile of the Village for visitors traveling along the state highway, setting the tone for the character of the Village

as people enter it, and creating attractive, visual interest for those traveling along the gateway street. Small-scaled gateway features, such as banners on street poles, median landscaping, and colorful or unique pavement treatments, can enhance both the attractiveness of a street and help to calm traffic by attracting drivers' attention.

The gateway treatments could start at the roundabout, with appropriate and compelling signage that directs people to the Village. As drivers proceed down Church Street, design treatments – such as those mentioned above - would signal their entry into a small village, where slower travel speeds are appropriate. As they enter into the Main Street area, additional signage could direct them to key destinations.



Church and Main Street intersection

2. Make the intersection of Church and Main Street a 'town square'

As the center of the Village's Main Street and as the intersection through which most visitors enter the Village, this location could serve as a more bustling, vibrant 'hub' in town. Layering in amenities and activities onto the street corners at this intersection will attract people, create street life, slow down cars, and pique the interest of visitors traveling through the area.



South Orange, NJ

To make Church and Main Street a center of street activity, consider:

- Working with the library to activate the space outside it, such as through a book kiosk, tables and chairs for an outdoor 'reading room' on the lawn, book-related public art, etc.



Reading room, Bryant Park, New York, NY

- Working with the Courthouse to activate the lawn in front of its building, potentially with tables and chairs to create a public 'green.' If this is not feasible, consider other places to create a small plaza or pocket park on this corner, such as in front of the library or by transforming one of the parking spaces on the corner into a 'parklet.'
- Making this intersection a multi-modal hub, by providing bicycle racks and potentially designating it as a bus pullover location.

- Implementing streetscape improvements that enhance the attractiveness and functionality of the street for all people, including additional landscaping and trees, lighting, benches, public art, trash cans, repaired curbs and curb cuts, and decorative crosswalks.



Philadelphia, PA



Better Block. South Dallas

3. Create a 'wayfinding' system of signage in the Village to help people learn about and navigate to key destinations



Dobbs Ferry, NY

As discussed in the Findings section of this report, it is clear that the Village has an abundance of great places to visit and things to do. However, there is also a lack of awareness about many of these places. Wayfinding systems are signage that help people learn about the locations in an area, including how to get to them.

The Village could benefit from three types of wayfinding signs:

- Signs that provide an overview about the amenities and destinations in the Village, designated on a map. This type of sign could be placed at the corner of Church and Main Street (potentially in front of the library), at the eventual trailhead for the Lamoille Valley Rail Trail, and in any other key locations where visitors are likely to congregate or enter into the Village.
- Signs that provide information about a building or destination. In particular, the Village would benefit from having on-street signage about some of the historical buildings along Main Street, since these are one of your main assets.
- Signs that help people navigate to destinations, especially ones that are less visible, such as Moss Woods.

4. Create a great walking environment on Main Street

With some small additions, Main Street could become a more enticing place to walk. The challenge you face is that there are not many features to keep pedestrians' interest along sections of the street, since the buildings are set back from the street and there is not much activity visible in the first floor of these buildings.



Rhinebeck, NY

People are more likely to enjoy walking along a street when there are frequent, varied things for them to look at. These could include the wayfinding signage mentioned in the previous recommendation,



Courthouse

small public art installations, streetscape features like landscaping or benches, etc. Especially along the stretch of Main Street that includes business establishments, work with property owners to make their facades and the sidewalk frontage as compelling to pedestrians as possible. Features such as awnings, pedestrian-scaled sandwich boards or signage, sidewalk seating, displays in store windows, and water bowls for dogs all help to create visual interest and to encourage people to stop along their walk.

5. Create more public gathering spaces in the Village and activate them with events

Without a main square or green in your downtown, there is no natural location for people to gather together for events or



Buffalo, NY

just on a weekly basis. Public spaces are important in helping to build community and in creating things for people to do. Fortunately, you do have several green spaces that could be easily transformed to function as the Village’s main public space.



Montpelier, VT



Rowe, MA

These include:

- The lawns in front of the library, Court house, and/or the Sheriff’s building, which could all serve as community gathering spaces with some additional amenities, such as benches, tables and chairs, signage, and paths. We understand that the Village has already ordered benches for installation on the south side of Main Street in front of the Courthouse and Sheriff’s building, funded by a grant from the Lamoille Valley Fit and Healthy Council, which is a great first step in transforming this space into a public gathering place.
- The area in front of the Opera House.
- The space behind the elementary school, which already serves as a community park.

In addition to improving one or more of these spaces to make it a public gathering place, the Village should consider activating these spaces with some programming and events. Public events help to raise the profile of places in your area, create more things to do, and to build community. Think about creating a calendar of events so that there is regularly occurring programming on a monthly basis that attracts a diverse range of target audiences; this could include such events as a ‘screen on the green,’ a beer

garden, live music, an art show, family story time, yoga or other exercise, or games.

6. Make pedestrian safety improvements on key streets and at intersections in the Village

Workshop participants noted the need to add or improve the sidewalks on several streets in the Village that help to connect key destinations together, and that help residents to access Main Street, as well as the need to improve the safety of several intersections for pedestrian crossing. (See Appendix E for a map illustrating proposed sidewalk and bike infrastructure improvements from the workshop. These include:

- **Improving the intersection of Depot, Eden, and Main Streets.** Especially given the location of the elementary school at this intersection, this intersection needs to function better for pedestrians. The turning radii on Eden Street, as it approaches Main Street, could be shrunk in order to discourage fast turns by vehicles; this could be accomplished by building out the curb, or by simply painting a sharper turning radius in the street, accented by a series of planters or bollards. The crosswalks at this intersection could be re-painted

to make them more prominent, and the median on Main Street could be planted with trees and and/or flowers to make it seem more robust. A redesign of this intersection could also consider extending this median further west, which would shorten the pedestrian crossing distance from the corner of Depot and Main Street across to the school, although this change would also



University Place, WA

cut off vehicle travel from Depot to Eden Street.

- **The roundabout at Route 15 and Church Street.** There were a few workshop participants who suggested pedestrian improvements at this intersection. However, since there are no sidewalks leading up to the roundabout, it could be challenging to make the case that there

should be pedestrian improvements at the roundabout alone. We would recommend more in-depth conversation with residents about the desire and need for pedestrian infrastructure leading up to and at this roundabout; if this is a priority, then the Village will need to make the case to VTrans about this need. In addition, we noticed that the street lanes curve as they approach the roundabout, which can encourage fast turns by cars. One potential remedy, if this is a problem, is to consider narrowing or moving back the splitter islands, coupled with bumping out the curbs that border the lanes as they approach the roundabout. Together, these changes would ensure the travel lanes hit the roundabout at more of a right angle, which will encourage them to slow down going into their turns.

- **Considering extending the sidewalks on Church Street further north of Main Street.** The sidewalk is intermittent in



Montpelier, VT

this location – it exists for a block, then disappears, for example. Having continuous sidewalk, even just on one side of the street (such as the eastern side), would help connect residents along this corridor to the Main Street.

- **Improve the crossing from the high school across** Route 15 to Black Farm Road and the trail that leads to Main Street in the Village. This is another location where a more in-depth assessment about the needs and benefits of pedestrian improvements in this location should be conducted. It does appear that there is room for a sidewalk on the north side of Route 15 leading from the high school entrance to Black Farm Road, and then a crosswalk at this location could be evaluated with VTrans. Before a request is made, however, outreach should be conducted with students and staff at the high school and middle school in order to assess how many people currently walk along this path, as well as how many people would be likely to use this path if the infrastructure was improved.

7. Create more opportunities for eating and drinking, as well as other commercial activity, along Main Street.

There is currently only one eating establishment on Main Street – Sweet Crunch Bake Shop, which closes before dinner. In order to create more eating or drinking establishments, consider:

- Opportunities for seasonal establishments, such as an ice cream or food concession stand in the former gas station adjacent to the Opera House in the summertime.



Littleton, CO

- Establishments that will attract local residents as well as local visitors staying in other towns.



Portable pizza oven

As a first step, we recommend investigating opportunities to foster small, entrepreneurial, low overhead businesses through 'Lighter, Quicker, Cheaper' (LQC) strategies, such as allowing food stands and outdoor carts (for food or the selling of crafts or other products). The Village can play a key role in not just legalizing such establishments, but in actively encouraging them by helping to negotiate spaces and logistics, as well as actively promoting this opportunity locally. As an example of local government supporting local pop-up retail, in Washington, DC, the Office of Planning launched a

'Temporary Urbanism' program in 2010 to help transform vacant storefronts or spaces in the city into temporary retail shops for local entrepreneurs to exhibit and sell their work. For more information, see: <http://dc.gov/DC/Planning/Across+the+City/Other+Citywide+Initiatives/Temporary+Urbanism+Initiative>

In addition to eating and drinking establishments, workshop participants also suggested a need for more commercial activity in town, which could occur by converting large historic structures such as the P.H. Edwards into a series of shops, or a mixed use space with room for shops, galleries, work space, etc. LQC businesses could also connect to Village strengths and assets, such as its history, historical buildings, and outdoor attractions, which are discussed in the next recommendation. This would help serve a target audience and to solidify the Village's niche in this area. For example, an emphasis on local biking opportunities and trails could be supported by a seasonal bike rental business.

8. Capitalize on the Village's unique assets, including its historic properties and its array of hiking and biking amenities, as well as your institutional assets, in order to create a critical mass of great places and things to do..



Burlington, VT

By emphasizing and marketing these assets, the Village could help to attract more visitors, especially tourists that are already staying at nearby resorts.

To take advantage of the Village's historic buildings – such as the Opera House, the Governor's House, etc. – consider implementing a series of historic signage, guided and 'do-it-yourself' tours (which could be marketed online and through the signage), and some seasonal events

that discuss the history of the area (such as lecture, a play at the Opera House, a re-enactment, a fair, etc.)

To capitalize on the Village's hiking and biking amenities, create maps and information both on-site and online to help market these locations to potential visitors. Explore opportunities to make these trails welcoming and accessible to visitors – are the trailheads well-marked? Are there picnic tables and parking at them? Are the trails well-maintained? With the building of the Lamoille Valley Rail Trail, there are several opportunities to make sure the trail is well-connected to the Village and that it will be safe for people to cross Depot Street, which cuts through the trail. Workshop suggestions included instituting some traffic calming measures around the trail on Depot Street, as well as creating signage and good pedestrian infrastructure that connects the trail to Main Street. Instituting some parking along Main Street for the trail, whether that is at the elementary school or somewhere nearby, will also help to connect the two.

Workshop participants also discussed exploring additional opportunities for mountain biking trails on two privately-held properties – a horse farm on the north side of Route 100 at East Main Street and a large lot

north of Route 100 just west of Centerville Road - as well as expanded walking trails in Moss Woods.

Next Steps

Fortunately, you have a plethora of community leaders and institutions who are already invested in helping to further the goals referenced in this report, including the Community Collaborative run by the library, Community Circle, the Hyde Park Village Improvement Association, Village Board of Trustees, the Hyde Park Selectboard, the Lamoille Valley Regional Planning Commission, the Lamoille Economic Development Corporation, and the Lamoille Valley Chamber of Commerce. We hope that this report will be shared with those organizations and agencies, and would suggest that you discuss with these entities:

- How to prioritize recommendations included in this memo for the Village
- Roles and actions that these institutions and their leaders can take to help support the Village's goals of becoming more vibrant, walkable, and sustainable, including ways they can help further specific recommendations included in this memo

Village of Hyde Park Pedestrian Master Plan- Proposed Study Area

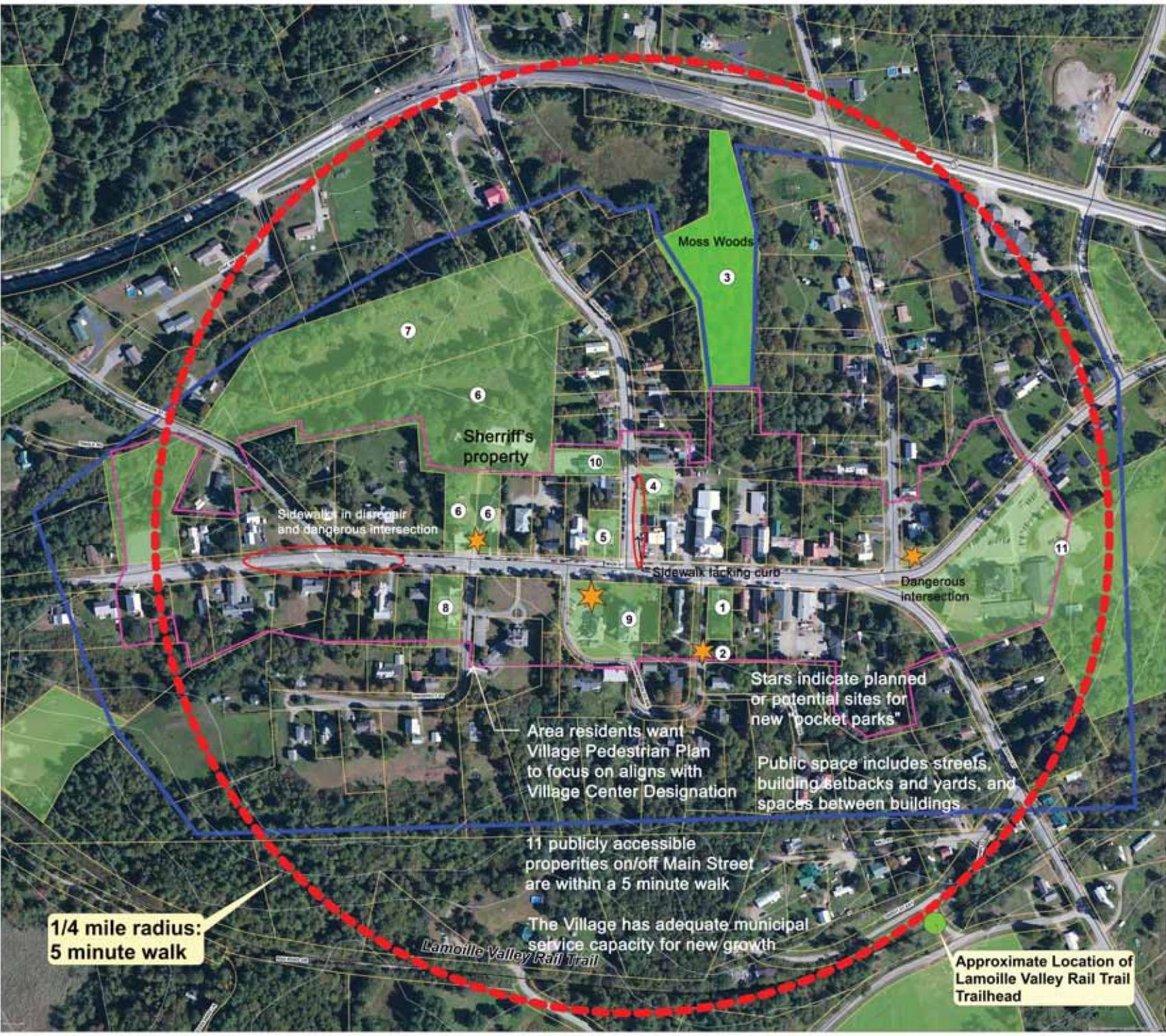
Summary of Public Comments

Legend

○ Proposed Future Village Offices	□ Parcels
○ Elm French Pocket Park	□ Designated Village Center
○ Moss Woods Natural Area	□ Historic District
○ Village Warehouse	□ Moss Woods
○ Public Library	□ Publicly Owned Parcel
○ Police Department	— Lamoille Valley Rail Trail
○ Cemetery	— State Highway
○ Second Congregational Church	— Class 3 Road
○ Courthouse	— Class 2 Road
○ Post Office	— Class 4 Road
○ Hyde Park Elementary School	— Private Road

Projected Coordinate System:
NAD 1983, Vermont State Plane
Data Source:
CONTOURS: VCGI, 2009
PARCELS: Town of Hyde Park, 2014

This map is for planning purposes only.
Lamoille County Planning Commission
PO Box 1637, Morrisville, VT 05661
P: 802-888-4543, F: 802-888-6938
www.lcpvt.org
February 29, 2016



Village of Hyde Park Zoning Map

SUMMARY OF PUBLIC COMMENTS

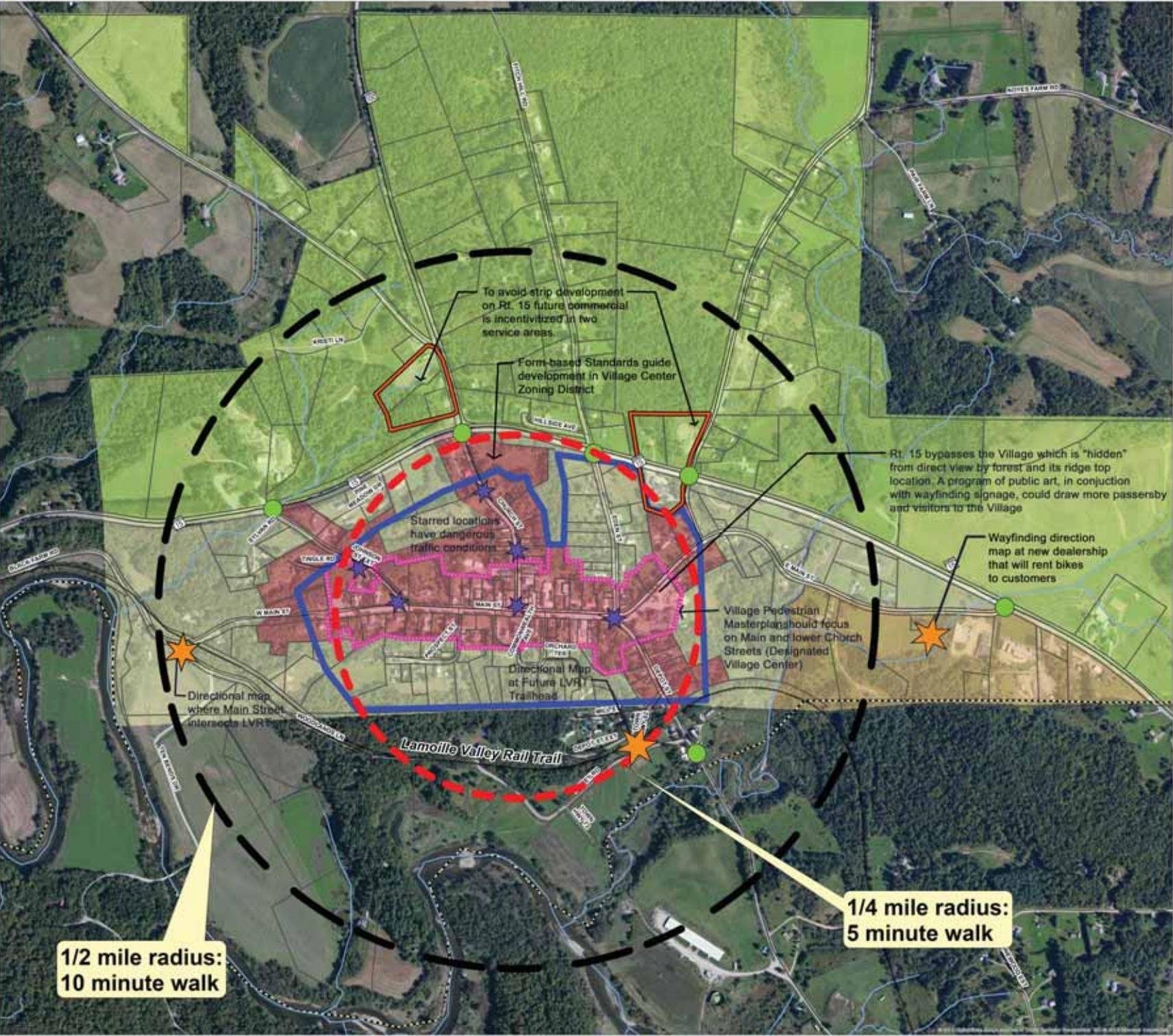
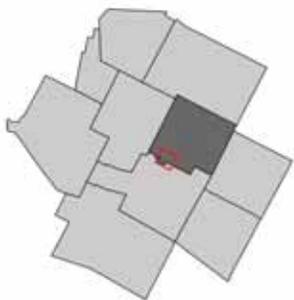
Legend

- Village Gateways
- Village Gateway Commercial
- Village Residential
- Village Gateway Rural
- Village Center
- Service Area
- Historic District
- Designated Village Center
- Parcels
- Town Boundary
- ~ Streams
- ~ Lamollee Valley Rail Trail
- = Roads
- = State Highway
- = Class 2 Road
- = Class 3 Road
- = Class 4 Road
- = Private Road

Projected Coordinate System:
NAD 1983 Vermont State Plane
Data Source:
CONTOURS: VCGI, 2009
PARCELS: Town of Hyde Park, 2014

This map is for planning purposes only.
Lamoille County Planning Commission
PO Box 1637, Starksville, VT 05681
P: 802-488-4241, F: 802-488-9928
www.lpcvt.org

February 28, 2016



**1/2 mile radius:
10 minute walk**

**1/4 mile radius:
5 minute walk**

Village of Hyde Park Pedestrian Master Plan- Proposed Study Area

PROPOSED WAYFINDING

Legend

- Proposed Future Village Office
- Ella French Pocket Park
- Moss Woods Natural Area
- Village Warehouse
- Public Library
- Police Department
- Cemetery
- Second Congregational Church
- Courthouse
- Post Office
- Hyde Park Elementary School
- Parents
- Designated Village Center
- Historic District
- Moss Woods
- Publicly Owned Parcel
- Lamoille Valley Rail Trail
- State Highway
- Class 2 Road
- Class 3 Road
- Class 4 Road
- Private Road

Projected Coordinate System:
NAD 1983, Vermont State Plane

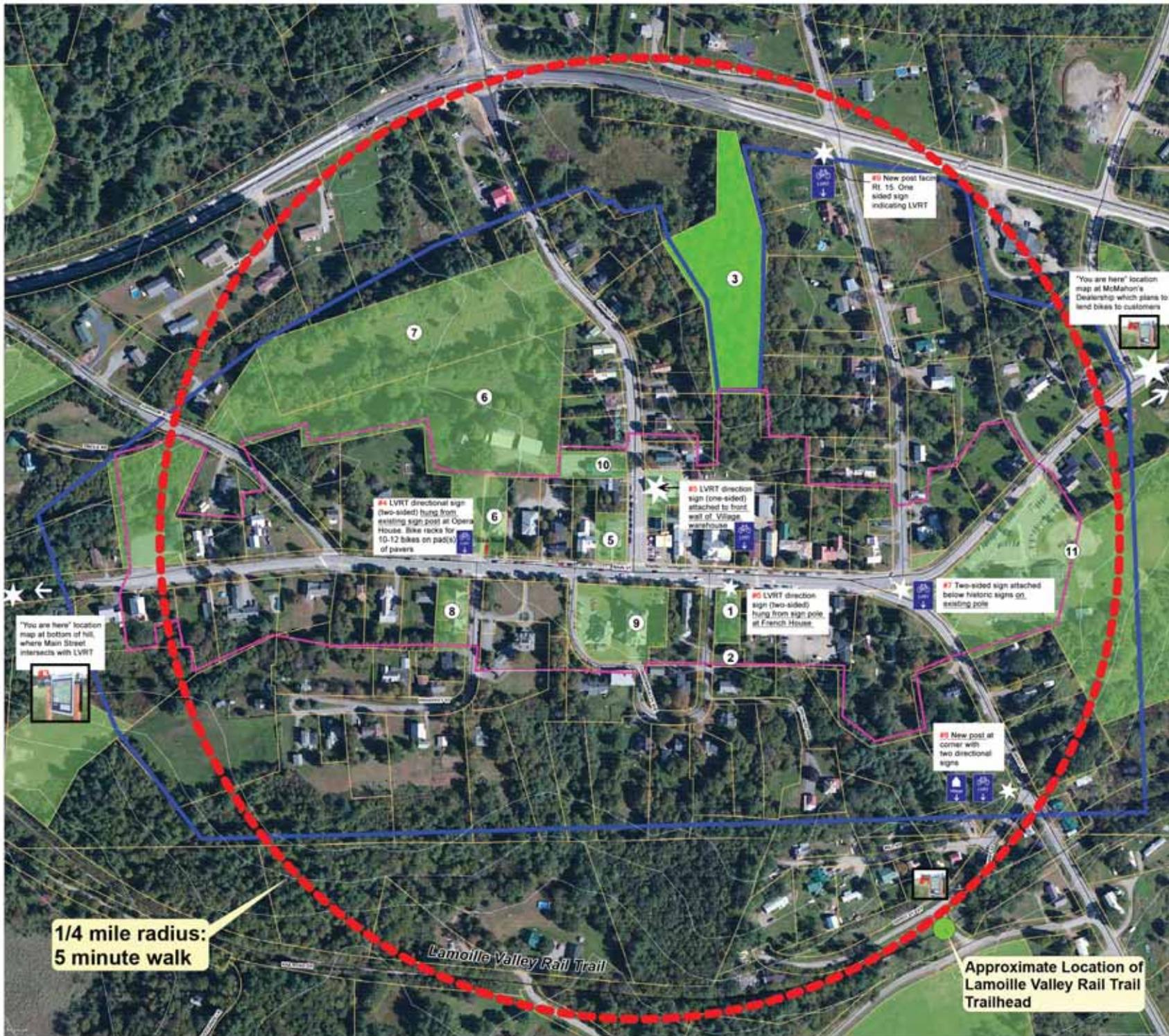
Data Source:
CONTOURS: VCGI, 2009
PARCELS: Town of Hyde Park, 2014

This map is for planning purposes only.

Lamoille County Planning Commission
PO Box 1637, Montpelier, VT 05601
P: 802-888-4548, F: 802-888-6938
www.lcpvt.org

February 28, 2016

0 125 250 500
Feet



1/4 mile radius:
5 minute walk

Lamoille Valley Rail Trail

Approximate Location of
Lamoille Valley Rail Trail
Trailhead



WELCOME TO THE
VILLAGE OF HYDE PARK
SHIRE OF LAMOILLE COUNTY

