

Minutes of the Select Board  
Monday, June 17, 2024  
28 North Main Street and via zoom

**Attendance:** Kane Sweeney, Roger Clapp, Alyssa Johnson, Ian Shea, Tom Leitz, Karen Petrovic

**Public Attendance:** ORCA Media, Owen Setti-Ducati, Sandy Sabin, Chiyomi McKibbin, Tessa Yip, Teagen Comeau, Tom Gloor, Billy Vigdor, John Grenier, Nicole Grenier, Mal Culbertson, Lisa Walton, Scott Culver, Dan McKibben, Evan Hoffman

**ZOOM:** ORCA Media, Marge's iPad, Valerie Rogers, LS, Evan Hoffman, Mike Bard

R. Clapp called the meeting to order at 7:00pm

**Approve Agenda:** K. Sweeney moved to approve the agenda as presented. A. Johnson seconded the motion, a vote was held and passed unanimously.

**Consent Agenda Items:** K. Sweeney moved to approve the consent agenda has presented. I. Shea seconded the motion, a vote was held and passed unanimously.

For the purpose of Zoom participants, it was relayed that the agenda and consent agenda have been approved.

**Public:** M. Culbertson asked the board to pass a Gaza Ceasefire Resolution, see the attached document relating to her request. She stated she has a petition signed by 70 Waterbury residents requesting a Ceasefire Resolution. R. Clapp stated this will be placed on the July 1<sup>st</sup> agenda and encouraged more signatures.

N. Grenier thanked the Select Board for her time to share and their public service. She spoke to the board about participation in public hearings then read a social media / letter to the editor post she created. LETTER: In support of a Select Board resolution on Gaza — Waterbury Roundabout

C. McKibbin asked to echo the thoughts of M. Culbertson and N. Grenier

T. Yip also requested the Select Board take immediate action on a Ceasefire Resolution in Gaza by reading a short statement to that end.

S. Culver thanked the Board for the opportunity to speak about the Entertainment Permit that was issued on 5/6. He stated he sent the Board an email and hoped the Board will consider rescinding the permit that was approved.

V. Rogers has a question about Phase 1 Zoning Bylaws which is not on the agenda this evening. She would like the Downtown District to also be considered in the Zoning Bylaw Phase 1 update for single family homes to be a conditional use.

**Economic Development Strategic Plan:** O. Sette-Ducati introduced the Economic Development Strategic Plan as presented in his handout. O. Sette-Ducati recognized there are a couple of edits to be made such as median income levels. R. Clapp asked what constraints there are along Route 100 and Route 2 corridors for development? O. Sette-Ducati stated on Route 100 traffic and conservation is the issue; on Route 2 the flood plain is the constraint. They both share a lack of public water and sewer infrastructure. Waterbury Center Downtown designation does not relate to increased commerce in that area. The new Zoning Regulations allow for Pilgrim Park to expand with multi-family housing. T. Gloor asked about the mission statement of Revitalizing Waterbury. Economic Development is the focus but we're talking about

housing. O. Sette-Ducati stated that many of the businesses in Waterbury have spoken to him about a lack of housing and how that is impacting their ability to find and retain employees. T. Gloor spoke of a longer-term strategic plan that stretches 10-20 years and developing more industry and businesses in Waterbury Center. B. Vigdor spoke about the suggestions made in the Plan about Zoning and clarifying if they are focused on just Phase 1 of the rewrites. O. Sette-Ducati confirmed it is for Phase 1 only and he will make that adjustment for clarity. **K. Sweeney moved the Select Board endorse the Economic Development Strategic Plan with noted adjustments. A. Johnson seconded the motion. A vote was held and passed unanimously.**

**Phase 2 Bylaw Discussion:** T. Leitz stated initially the Planning Commission was planning to be in attendance to discuss their schedule as presented in the packet. It has come to light the Town Plan requires an update, necessary every 10 years. This priority will impact the Phase 2 schedule. A. Johnson spoke of the opportunities surrounding Town Planning Grants and grants that are available for consultants for a large Bylaw rewrite.

**Signs ROW:** T. Leitz stated that C. Viens placed a sign near the Welcome to Waterbury sign on Thursday May 30<sup>th</sup> during the school budget vote which was removed. C. Viens was very upset by these actions and sent a message to T. Lietz to be read aloud to the Board. "The cry for equal rights by certain segment of our community...after seeing several other signs supporting the budget...our ability to express our opinions by banners or signs...if it can't be fair for everyone, then it shouldn't be allowed for anyone". K. Petrovic stated as we approach the Presidential Election this fall; she does not want her office or other Municipal Staff to be policing signs left near the Welcome sign in Town. K. Sweeney stated he believes this sort of behavior is part of the game of politics and has been going on for a long time. I. Shea stated the use of that space is an asset to the public. If someone places their personal property in a public space it is their personal responsibility. In the spirit of free speech signs, being permitted under the Waterbury Welcome sign is an asset to the Town. Staff will draft a motion to clarify where temporary signs will be permitted for consideration at the July 1 meeting.

**Changes to Open Meeting & Ethics Law:** T. Leitz introduced the new law that takes effect July 1. There are several boards in Waterbury this law would impact. There are also a couple of questionable boards such as the Cemetery Commission that has a non-advisory role with the Cemetery Trust Fund. The new Ethics Law requires the Select Board to have a policy in place to handle ethic complaints and enforcement of violations. Complaints must be reported to the State along with detail outcomes. T. Leitz will have something for the Select Board to consider adopting at the July 1<sup>st</sup> meeting.

**Comments Local Hazard Mitigation Plan:** Each Select Board member has rated the options as detailed on a spreadsheet they were provided. These are to be submitted to T. Leitz by Friday 6/21. T. Leitz and N. Leitner will collate the responses to be submitted to CVRPC.

**Set Tax Rate:** T. Leitz presented the Board with the most up to date information of the Grand List which was provided late today following grievance hearings. There are three properties in the FEMA buyout process that the Board anticipates a request for full abatement in the coming year, totaling roughly \$10,000. R. Clapp wonders what the Town should be anticipating for the following years, looking ahead at 2025 and how that might impact any decisions made now. T. Leitz stated he always has a working budget for the coming year but there are many known unknowns in the future budgets because of the Local Options Tax. He doesn't anticipate any major spending that would cause a tax increase to match

the rate of inflation. K. Sweeney stated he supports the rate as approved by the taxpayers at Town Meeting. I. Shea likes the idea of splitting the difference and giving back what we can to the taxpayers. Putting a surplus back in the General Fund doesn't buy the Board that much good will for the taxpayers but it's the best the Board can offer. **I. Shea made a motion to set the tax rate at .5550. K. Sweeney seconded the motion.** Discussion followed. A. Johnson stated she was in support of .5540. Clarity was made as to what the .5550 rate would do to impact the budget and surplus. **A vote was held and passed unanimously.**

**A. Johnson moved to set a tax rate of .0019 for the Disabled Veterans exemption. I. Shea seconded the motion a vote was held and passed 4-1 with M. Bard abstaining.**

**K. Sweeney made a motion to set a tax rate at .0021 for the Hunger Mountain Children's Center. A. Johnson seconded the motion, a vote was held and passed unanimously.**

T. Leitz explained late Homestead Declaration filings that occur each year. **K. Sweeney moved to impose a 2% penalty on late filing Homestead Declarations. I. Shea seconded the motion, a vote was held and passed unanimously.**

**Parking Ordinance (Preliminary Discussion):** T. Lietz stated the calls he receives are generally relating to fees people incur using the paid parking lots in Town. There is no staff recommendation to change the Winter Parking Ban. T. Leitz has reached out to the Wesley Church about developing additional parking at that location but he has not received a response. S. Sabin stated parking along Guptil Road has been an issue because of safety issues with patrons being in the roadway. R. Clapp has stated he will speak to the owners of the establishment. T. Leitz stated he has a different outlook; he sees the Local Options Tax as a burden to local businesses and we need to support them in finding solutions to issues such as this. M. Bard stated the signs along the roadway on Guptil Road were appropriate but need to be enforced. A tragic accident is going to reflect badly on the business and the Town. L. Walton suggest that the Zen Barn be responsible for the parking issue and not the Town because it could set a bad precedent. They could perhaps shuttle patrons from a second lot.

**Noise Concerns (Second Discussion):** The decibel meter was found in the vault at the Municipal Office. A discussion followed about the use of jake brakes and whether VTRANS allows Municipalities to regulate the use of them. As staff works towards updating the Entertainment and Special Events permits, a noise limitation should be considered that can be waived by the Select Board when warranted. **A. Johnson moved the Board continue the noise concerns discussion at the July 15<sup>th</sup> meeting to discuss signage as well as the State Ordinance and enforcement. K. Sweeney seconded the motion, a vote was held and passed unanimously.**

**Farmers Market Debrief:** R. Clapp attended the Farmers Market where he engaged in conversation about Waterbury being the following topics:

- \*Best beer town in New England
- \*Boston Globe named Waterbury the best little foodie town in New England
- \*Complimented the temporary stop light at bridge #4 on Guptil Road opposed to a flagger being on site.
- \*Discussion about a left-hand turn from Hill Street to Railroad Street which was agreed to be unsafe.
- \*Some concerns about affordable parking
- \*Walk to Shop was there, they have organized a cart that can be purchased for \$45-\$65 for a walkable friendly area to carry goods.
- \*Suggestions to look more at accessibility for seniors
- \*Do we have defibrillators available in the downtown area?

Aug 8<sup>th</sup> and Sept 12<sup>th</sup> the Recreation Committee will be at the Farmers Market to ask the community about visions of a new Recreation Facility.

A. Johnson can volunteer from 4-6pm this coming Thursday. M. Bard is available for many dates because he will be there for Rotary purposes.

**Next Meeting Agenda:**

Gaza Ceasefire Resolution

Sign Bylaw Update

Ethics Code

Phase 2 Bylaw timeline and Town Plan Update

Parade and Event Permits in the parking lot  
move Housing Trust Update to the top of the agenda  
move police stats to July 15<sup>th</sup>  
possible move Leaf Peeper Traffic to July 15<sup>th</sup>  
Text My Gov

**Executive Session:** A. Johnson made a motion that premature public knowledge of a real estate transaction will clearly place the town at a disadvantage. K. Sweeney seconded the motion, a vote was held and passed unanimously.

K. Sweeney moved to enter executive session to discuss pending real estate matters along with the Municipal Manager T. Leitz. I. Shea seconded the motion, a vote was held and passed unanimously.

**Adjourn:** The board existed Executive Session at 10:03pm having taken no action

There being no further business the meeting was adjourned.

Petition details Comments



## Waterbury, VT Select Board - Pass the Ceasefire Resolution!

Started  
Petition to

April 29, 2024  
Waterbury Select Board

124

Signatures

200

Next Goal

🗳️ 58 people signed this week

Sign this petition

### Why this petition matters





Started by [Mal Culbertson](#)

We, the undersigned Waterbury, Vermont residents, businesses, and community organizations, implore you to adopt the below resolution in support of an immediate, permanent ceasefire in Gaza, the immediate end to unconditional military aid to the State of Israel and the Israeli Defense Forces, and an end to the occupation of Palestine. We urge you to use your platforms to amplify this call for a ceasefire to our representatives in the Vermont Legislature, our Congressional Delegation, and to President Biden.

The Israeli Government's response to the October 7th attack has killed more than 35,000 people in Gaza and created a humanitarian crisis that now threatens all Palestinians in Gaza with starvation. 1.7 million Palestinians were forced to flee their homes to seek safety in Rafah, an area half the size of Waterbury, and now face the threat of an Israeli ground invasion.

The situation in Gaza is dire and the time for action is now. Waterbury stands firmly against Islamophobia and antisemitism in all forms and mourns the loss of so many lives to the violence in Gaza. We call on you as our elected officials to demand peace.

### **Ceasefire Resolution**

WHEREAS: The Town of Waterbury, Vermont's Declaration of Inclusion states, "Waterbury condemns racism and welcomes all people, regardless of race, color, religion, national origin, sex, gender identity or expression, age, or disability, and will protect these classes to the fullest extent of the law. As a town, we formally condemn discrimination in all of its forms and commit to fair and equal treatment of everyone in our community. Waterbury has and will continue to be a place where individuals can live freely and express their opinion."; and

WHEREAS: The October 7, 2023 attacks by Hamas resulted in 1,139 Israelis killed and more than 240 people taken hostage; and

WHEREAS: The Israeli Government responded with indiscriminate military force, killing more than 37,000 Palestinians, including 15,000 children, with an additional 10,000 Palestinians missing; and

WHEREAS: Of the 240 people taken hostage by Hamas, 120 hostages remain in Gaza and approximately 40 of the remaining hostages are believed to be dead; and

**WHEREAS:** The Israeli Government currently holds at least 9,000 Palestinians from the West Bank and Gaza prisoner as administrative detainees, and at least 36 Palestinian prisoners have died in Israeli custody; and

**WHEREAS** The Israeli Defense Forces have killed more than 100 journalists, more than 101 United Nations staff members, and 7 members of the World Central Kitchen Relief Team; and

**WHEREAS:** The scale of the bombing has damaged or destroyed more than 60% of Gaza's homes, 260 places of worship, 88% of schools, and more than 16 hospitals; and

**WHEREAS:** The Israeli Defense Forces have killed civilians not only in the Gaza Strip, but also the West Bank, southern Lebanon, and Syria; and

**WHEREAS:** This ongoing conflict has created a severe humanitarian crisis, leaving millions of people without basic necessities such as food, water, electricity, heat, shelter, and proper medical care; and

**WHEREAS:** The International Court of Justice has found that it is plausible that the State of Israel is committing a genocide against the Palestinian People; and

**WHEREAS:** This conflict is not only impacting the international community but is also causing significant trauma, fear, and grief amongst Waterbury community members, including both Palestinian and Jewish residents; now therefore be it

**RESOLVED:** That the Town of Waterbury go on record expressing its support for an immediate, permanent ceasefire between Hamas and the State of Israel; the release of all hostages, prisoners, and administrative detainees held by Hamas and the State of Israel; an immediate end to any further unqualified military assistance to the State of Israel and the Israeli Defense Forces; the urgent implementation of humanitarian aid and reparations for Palestinians, the right to return for all Palestinians, and an end to the Israeli occupation of Palestine; and be it further

**RESOLVED:** That the Town Clerk be and hereby is requested to forward a suitably engrossed copy of this resolution to the offices of The President of the United States, Joseph Biden, Senator Bernard Sanders, Senator Peter Welch, Congresswoman Becca Balint; and be it further

**ORDERED:** That the Town of Waterbury go on record standing against antisemitism and Islamophobia and calling upon all Waterbury residents to respect the rights of freedom of

speech and peaceful protest, and to strive to treat one another with empathy, grace, and understanding.

Thank you for your efforts to advance the cause of peace, safety, and liberty for all peoples of the region.

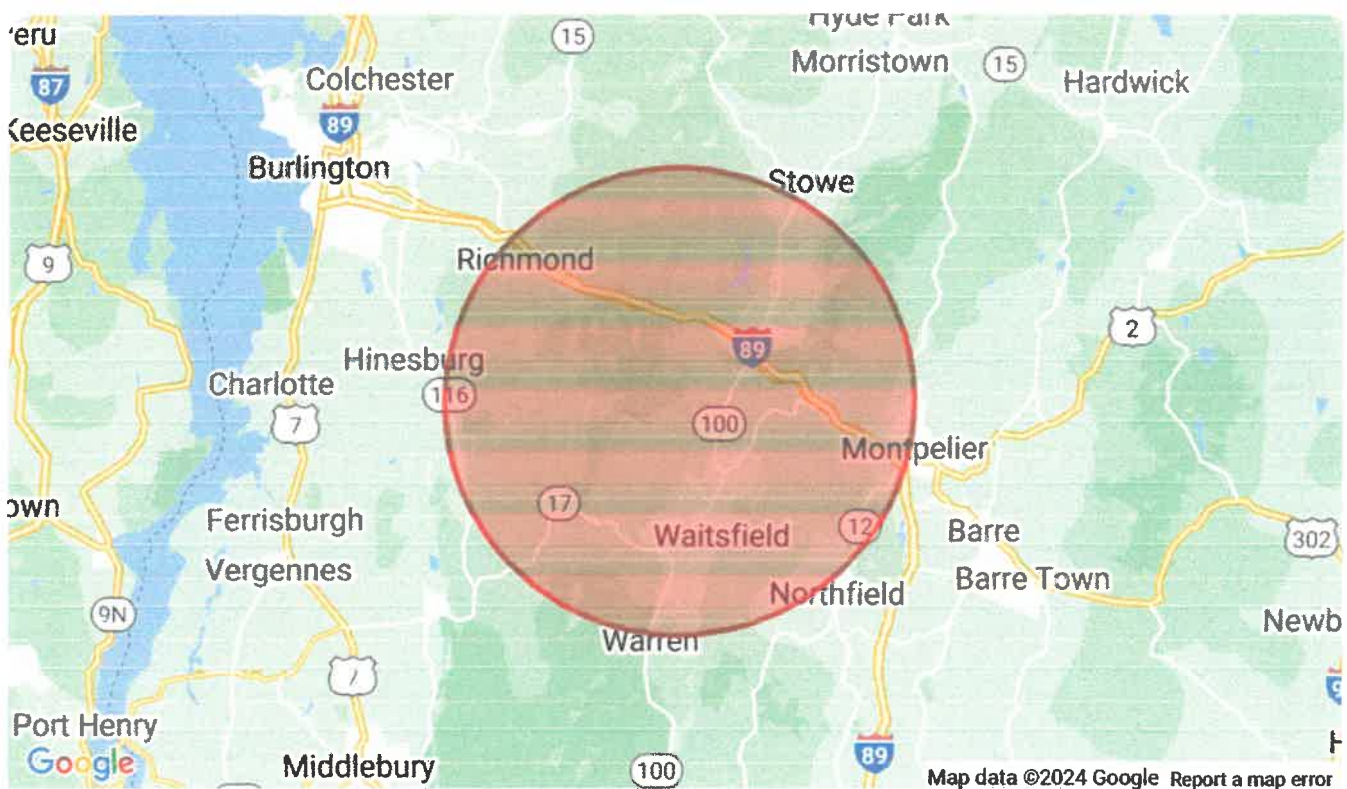


Share this petition in person or use the QR code for your own material.

[Download QR Code](#)

[Report a policy violation](#)

## Supporter Map



**61%** of supporters come from this area.

Top zip code(s) with the most supporters: 05676, 05677, 05660

## Decision Makers

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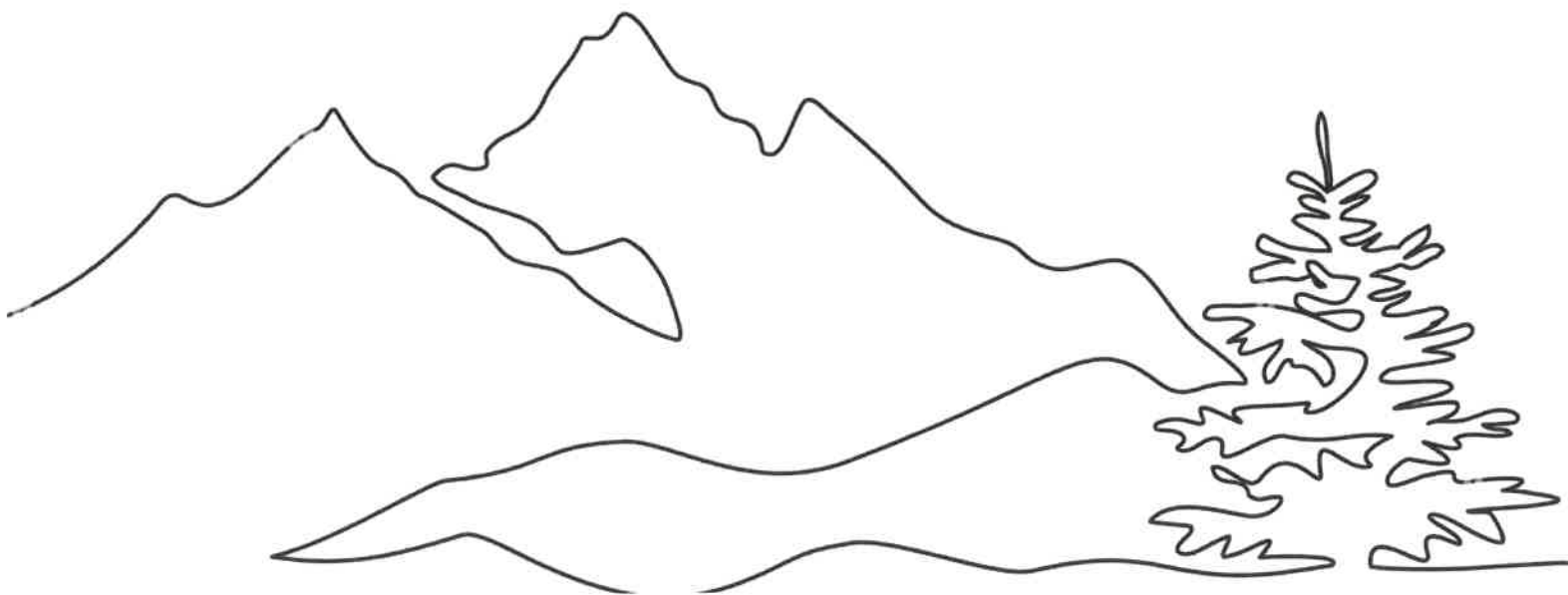
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ORDERED: That the Town of Waterbury go on record standing against antisemitism and Islamophobia and calling upon all Waterbury residents to respect the rights of freedom of speech and peaceful protest, and to strive to treat one another with empathy, grace, and understanding.



# **Economic Development Strategic Plan Waterbury, VT**

Written by Owen Sette-Ducati  
Economic Development Director  
in coordination with the  
Waterbury Area Development Committee  
Delivered May 2024



## Executive Summary

The Economic Development Strategic Plan is developed in coordination with the Waterbury Area Development Committee and Revitalizing Waterbury. It is a strategic plan that is referenced by both entities, as well as the municipal government in order to guide economic priorities in the town of Waterbury. Goals for involved stakeholders are broadly outlined, and focused on growing Waterbury's business and residential sectors while maintaining the historical character of the municipality.

The plan outlines characteristics of Waterbury that define the present economic environment. Strengths of the municipality include diverse economic opportunities, location, a high median-income for the area, and an involved community. Problem areas for the municipality include a lack of available housing, limited commercial real estate, and a floodplain that prohibits development in some parts of the municipality. Specific areas that have development potential are also outlined, including the commercial hub of Waterbury Center and the industrial park.

Specific economic strategies are outlined in order to support Waterbury's continued growth and ensure that it is a sustainable and equitable municipality to reside and do business in. Housing development is a priority of the strategic plan, with a focus on high-density housing opportunities. Infill development and infrastructure development are other major priorities identified by the strategic plan.

Secondary goals include targeted business recruitment and support, pushing for education on accessory dwelling units, short-term rental policies, and utilization of Waterbury's Revolving Loan Fund.

Finally, the plan describes actionable steps to be taken by invested actors in order to bring the goals outlined to fruition. Since this plan is intended to be used for long-form developmental guidance, the actionable steps are not exhaustive. Examples of active steps include engaging in business outreach to fill vacant commercial spaces and a Revitalizing Waterbury study on Route 100 engagement.

An addendum at the end of the plan outlines goals and areas that were in previous versions of the plans, including the Waterbury State Office Complex and reforming the town's zoning bylaws.

## Part 1: Introduction

The Economic Development Strategy Plan (EDSP, or “the Plan”) is developed in conjunction with the Waterbury Area Development Committee (WADC) and Revitalizing Waterbury to guide development in Waterbury and promote strategies that help to ensure that Waterbury continues to grow as an economically prosperous community.

The EDSP provides guidelines, analysis, and strategies for economic growth within Waterbury. It is a fluid plan, providing high-level goals and guidelines for the committee. It reflects the changing attitudes, climate, needs, and wants of the current members and leadership of the WADC. Should this plan be adopted, it would be implemented with the understanding that it should be updated every five years by economic development officials and municipal entities.

## Part 2: Assumptions and Goals

### 2.1 Assumptions

In developing the Plan, the following economic assumptions are recognized:

- Waterbury’s cultural and business landscape is ever-evolving, and the Plan seeks to implement flexible strategies that can accommodate the changing business landscape.
- The Central Vermont region will continue to undergo dynamic changes that will influence alternative development strategies.
- Rapid technological innovation and globalization have resulted in an unprecedented rate of business innovation. Waterbury should be poised to accommodate emerging businesses that will provide future generations with stable employment and opportunities.
- “Smart Growth” principles<sup>1</sup> will provide guidelines and development standards, while promoting the vitality and health of the Waterbury community.

### 2.2 Goals

- Promote ways to reduce barriers to economic growth in Waterbury.
- Promote development strategies that foster representation and inclusion, ensuring equitable opportunities for historically marginalized groups.
- Grow Waterbury’s reputation as an outstanding community for business-owners and residents.
- Strengthen private and public organizations by working with stakeholders to eliminate physical and financial barriers to success.
- Implement growth strategies in a manner that preserves Waterbury’s historical character and rural charm.
- Recruit new businesses and organizations that support community needs.
- Assist with and support efforts to maintain, improve, and expand Waterbury’s infrastructure to create a suitable environment for economic prosperity.

## Part 3: Present Economic Environment

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<sup>1</sup>Smart Growth Principles are an overall approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and robust community engagement.

Waterbury enjoys an attractive economic environment with development potential, as evidenced by robust growth in the past decade. Recent economic trends present a few key areas in need of improvement in order to sustain continued growth. These trends are not isolated to Waterbury, and are often reflective of state-wide and nation-wide issues. Regardless, steps should be taken to ensure continued growth. This section outlines Waterbury's strengths and opportunity areas, and defines problem areas that might hamper development for the municipality.

### 3.1 Strengths

#### *Diverse Economic Opportunities*

Waterbury's economic diversity is a major strength, and avoids the pitfalls of being hyper-dependent on a specific sector. Waterbury's history as a "company town" means that the attitude towards business growth from the residents is notably more friendly than that of comparable Vermont municipalities. The tenure of businesses such as Green Mountain Coffee Roasters, Keurig-Dr. Pepper, Ben & Jerry's, and Darn Tough Vermont are indicative of this historical reputation. Due to the departure of Keurig-Dr. Pepper, the multitudes of small businesses throughout the municipality are much more indicative of the current business climate and fill employment gaps in the absence of a single major employer.

Waterbury's restaurants enjoy a high local pedigree and are supported by the numerous service and boutique businesses throughout the town. Waterbury's thriving art scene provides even more variety to the retail offerings within the downtown. This combination, along with an industrial park complete with full-scale manufacturing capabilities, has resulted in a municipality that benefits from seasonal tourism dollars, but is not solely reliant on them.

#### *Location*

Waterbury's geographic location in the center of Vermont provides residents with easy access to regional commercial centers, including Chittenden County and Montpelier. Waterbury is also located within a hub of recreational opportunities, with easy access to Stowe, Bolton Valley, and the Mad River Valley. Waterbury has its own recreational draws including Perry Hill, a premier mountain biking destination, and the Waterbury Reservoir. The wide variety and easy access to year-round recreational opportunities is one of the town's major strengths.

#### *High Median Income*

Waterbury's median household income is high for the area. As of 2022, the median household income in the area was \$106,976.<sup>2</sup> Waterbury is located in Washington County, which has a median household income of \$70,128. This results in a larger tax base and more market potential for goods and services that cater to residents of the town.

#### *Involved Civic Community*

Waterbury has an active civic community, with a variety of volunteer organizations and residents who are engaged with town happenings. A variety of volunteer organizations, including the Waterbury Rotary Club, Revitalizing Waterbury, the Waterbury Historical Society, and others, provide residents with a range of opportunities to support community activities in their town of residence. Waterbury has such a strong sense of community that a housing study commissioned by Revitalizing Waterbury stated that "Waterbury's resources and assets would not be complete without mention of its residents. Residents of

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<sup>2</sup> United States Census Bureau. "QuickFacts: Waterbury town, Washington County, Vermont." Accessed May 8, 2024. <https://www.census.gov/quickfacts/waterburytownwashingtoncountyvermont>.

Waterbury feel adamantly that it is a wonderful place to live, work, and recreate and this became evident during our kick-off meeting.”<sup>3</sup>

## 3.2 Problem Areas

### *Housing Stock Inventory*

One of Waterbury’s most pressing issues is its limited housing stock. Waterbury is an attractive location to live in, but there are few vacancies for individuals looking to rent space or purchase a home. Home prices and lack of inventory have resulted in a real-estate market that is unaffordable for middle-income and low-income earners. There is a need for additional residential units to support demand and foster economic growth.

A vacancy rate refers to the number of vacant units available in the area. A healthy vacancy rate for rentals is 5%, and a healthy vacancy rate for owned units is 3%. Washington County’s vacancy rates currently sit at 1.65% for rented units and 1.57% for owned units. These estimates are conservative, and the true percentages are likely lower. The county has the lowest rental vacancy rates in the state, outside of Chittenden County.<sup>4</sup>

Vacancy rates are a widely-used metric to gauge the health of housing stock in the area. Due to Waterbury’s low vacancy rates, housing availability provides a significant constraint on servicing the existing economy and continuing Waterbury’s growth trajectory.

### *Limited Commercial Real-Estate*

Similar to limited housing availability, Waterbury also has a limited stock of commercially viable properties. Current zoning requirements and limited incentives to build commercial properties mean it is difficult for prospective businesses to find adequate spaces to house their businesses. The commercial properties that remain available often consist of small office spaces that are unusable for goods-or-services oriented businesses, or massive complexes that typically exceed the needs of a “typical” Vermont business.

### *Floodplain Management*

Much of Waterbury is located within a 100-year floodplain. The increased prevalence of flooding and the associated costs make developing in these areas a risky endeavor. Due to flood insurance costs and regulations, developing within the floodplain is also prohibitively expensive and not desirable for most developers.

## 3.3 Opportunity Areas

Identified below are specific parcels and zones within Waterbury that have potential for re-development or expanded development. Implementing Smart Growth principles in these areas would allow for better

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<sup>3</sup>Main Street Group & Revitalizing Waterbury. “Waterbury, VT Housing Study.” 2022. Accessed March 20, 2024.

<sup>4</sup>Agency of Commerce and Community Development. “Webinar: Housing Deficit Data and Demographic Trends Presentation. December 15, 2023. Accessed January 15, 2024.

connections between areas of Waterbury and increase the livability and viability of the town as a whole. Focused development in these areas is a goal of the Plan.

#### *Waterbury Center*

Waterbury has two primary “hubs.” Downtown Waterbury is located to the south of town, along Route 2. This area is walkable and contains substantial infrastructure. Waterbury Center is located to the north of town. Waterbury Center is home to businesses such as Cold Hollow Cider Mill, Vermont Artisan Coffee & Tea, and the Children’s Literacy Foundation. Waterbury Center benefits from a strong business corridor along Route 100 and access to Stowe. Waterbury Center’s infrastructure is lacking in comparison to the downtown district.

A portion of Waterbury Center received a Village Center designation from the State of Vermont Agency of Commerce and Community Development. The boundaries of this designation encompass several commercial properties, a village green, and some residential properties near the intersection of Maple Street, Guptil Road, and Howard Avenue. This designation creates the opportunity for property owners to apply for tax credits, and makes the area eligible for specific state funding opportunities, among other benefits.

#### *Route 100 and Route 2 Corridors*

Boundary constraints on Downtown Waterbury mean the area is reaching the limit of its development potential. More development potential exists along the Route 100 N and Route 2 corridors, although a variety of factors make continuing development along these corridors more difficult than within the Designated Downtown District. Floodplain management is a particular concern on the Route 2 corridor, and municipal water and sewer access make development on both corridors costly. The difficulty of developing these areas can be seen in the Alchemist’s decision to build a new facility in Stowe when their preferred choice, on Waterbury’s Route 100 corridor, was not feasible.

#### *Pilgrim Park Industrial Area*

Pilgrim Park is home to a large-scale manufacturing plant, and is adequately zoned for commercial usage. Pilgrim Park exists outside the floodplain, is relatively hidden from the view of Main Street, has plenty of parking, and has developable space. The changing nature of commercial production means the manufacturing that occurs in Pilgrim Park no longer hampers residential livability in the commercial district. Zoning standards for Pilgrim Park are changing in the updated zoning bylaws, expected to be completed by early 2025. The new zoning bylaws will allow for conditional multi-unit housing in the area.

#### *Other Individual Sites*

Within the boundaries of Downtown Waterbury, there are sites that could support denser development. New zoning bylaws and expanded conditional uses should allow for these sites to be developed in a manner that reflects and supports Waterbury’s current character. These sites are:

- The former Stanley & Wasson building parcel.
- Area behind and in the vicinity of the present Sunoco Gas Station on South Main Street.
- Demeritt Place (north side of the train tracks).

## **Part 4: Economic Strategies**

The WADC has identified a variety of economic strategies that can be employed to achieve the goals outlined in this document. These strategies focus on Problem Areas and Opportunity Areas outlined in sections 3.2 and 3.3, respectively. Strategies are designed to be implemented over an extended period of time and are roughly organized by priority.

## 4.1 Priority Areas

The priority areas seek to solve Waterbury's major hindrances to achieving the goals outlined in this plan. Smart Growth practices suggest a feasible solution to this problem is to encourage development and redevelopment in high-density downtown areas. This allows for increased economic opportunities, while not hampering Waterbury's historical character and rural charm.

### *Housing Development*

Businesses and other organizations in town express concern that it is difficult to find employees, and a large part of that puzzle is a lack of affordable housing. Strategies to remedy Waterbury's housing issues include developing multiple types of high-density housing including affordable, workforce, senior, and market-rate housing. Affordable, workforce, and senior housing should be prioritized.

Affordable housing is subsidized housing based on the tenant's income. It is important to accommodate individuals who are unable to afford workforce or market rate housing at their current income levels. Income limits to qualify for affordable housing are based on median incomes in the area, with multiple levels of subsidization to account for different incomes beneath the median threshold. The maximum a single person could earn and still qualify for affordable housing in Waterbury is \$32,000. Affordable housing projects often take more time to develop than market rate housing, due to increased regulations and parameters necessary to obtain funding. In addition, these projects usually require community approval.

Workforce housing provides reasonably-priced housing for individuals who earn too much to qualify for subsidized housing, but aren't earning enough to comfortably afford market rate housing. This allows for a wider demographic spread in town and allows for renters, earning a moderate amount, to not spend an undue portion of income on housing. Workforce housing often targets "middle-income" earners, landing at 60% to 120% of the median income in the area. To incentivize workforce housing development, commercial property developers often utilize various grants, trusts, and funds.

Market-rate housing is housing priced by the real estate markets and private developers, with no direct subsidization. A healthy stock of market-rate housing allows high-earners to purchase or rent quality units, and can result in increased economic gains related to spending in the area. This also allows for increased municipal tax revenue from these higher-valued properties, and they tend to be completed more quickly than other styles of housing. Promoting market rate housing projects increases the supply of available units in the town, which has the potential to free up more affordable units, as housing is an inelastic good.

Senior housing is housing that can accommodate the needs of an aging populace. Senior housing can range from 24-hour assisted living facilities to apartments offering independent living opportunities for the elderly. Increased development of senior housing has the potential to increase housing stock

inventory for the municipality as a whole. As seniors downsize and move into apartments or assisted living facilities, this will bring more units into the market for younger individuals looking to purchase or rent in Waterbury. Providing seniors with more support and more options alleviates housing inventory problems and supports Waterbury's aging populace.

#### *Redevelopment*

Redeveloping existing spaces has the potential to mitigate Waterbury's housing issues. By identifying and transforming these spaces, Waterbury can maintain its historic character while making sure each property is fully utilized. Within the Designated Downtown or Waterbury Center boundaries, property owners or purchasers that choose to redevelop sites that are in disrepair are incentivized to improve them by qualifying for the state tax credit program for those improvements. Other local incentive tools can be created as well, such as a tax stabilization policy, to encourage making the best use of Waterbury's existing structures and enhancing the current demographic layout of the town.

#### *Infrastructure Development*

Lack of infrastructure often hampers development efforts in town, despite adequate available land. This is particularly the case outside of the Edward Farrar Utility District service area, which provides water and sewer access to land developments. Expanding water and sewer access up the Route 100 corridor would allow for increased development of housing and commercial enterprises. The WADC has decided not to prioritize development along the Route 2 corridor due to complications around floodplain management. Flood-resilient developments should still be encouraged along Route 2 and other streets along the floodplain.

It needs to be noted that property that is not in the downtown area can be annexed via petition to gain access to the municipal sewer system. The property owner is responsible for the cost of connecting to the system. While annexation has been successful in the past, it is not an easy process. A desired parcel would require all adjacent parcels to be annexed as well, thereby becoming increasingly costly the further away the parcel is located.

In community meetings, residents have expressed a desire to establish better connections between Waterbury Center and Downtown Waterbury. Existing recreational trails currently connect the village and center for pedestrian use, but these paths dip into private property and are not formally established trails. Expanding pathways between the downtown and Waterbury Center, and increasing pedestrian access within Waterbury Center are options that should be considered to make Waterbury Center more accessible.

Implementation of these proposed infrastructure expansions would carry extensive costs and require community support. Expanding sewer and water is of particular concern due to the high personal costs placed upon landowners and would require extensive research into the feasibility of an infrastructure expansion.

## 4.2 Other Strategic Approaches

#### *Targeted Recruitment*

A common economic development strategy is building on the existing success of local businesses to generate a hub for a specific type of business. This is somewhat easier in Waterbury, due to the

notability of well-known companies like Ben & Jerry's, Cold Hollow Cider Mill, Darn Tough Vermont, and Prohibition Pig. Building on these brands via targeted business recruitment helps leverage commercial interests and promotes Waterbury as a business-friendly municipality.

#### *Business Support and Outreach*

Revitalizing Waterbury provides a variety of avenues for business support including networking events, committee involvement, marketing and promotional materials, and grant programs facilitated via the Designated Downtown program. Revitalizing Waterbury's business support encourages business retention in town and encourages businesses to establish new operations within the town of Waterbury.

#### *Accessory Dwelling Unit (ADU) Housing Education*

ADUs are already allowed in Waterbury, but their development has been heavily restricted in the past. The Housing Opportunities Made for Everyone (HOME) Act of 2023, Act 47 (S.100) altered language in the Planning & Development statute, also known as Act 250, reducing restrictions on accessory dwelling units. The HOME Act ensures that restrictions placed on ADUs are not more restrictive than those on single-family dwellings.

This Act, in combination with new town zoning ordinances, should allow for the increased creation of ADUs as an additional resource to mitigate housing issues. Educating the public on the benefits of ADUs as a living space or a potential income stream would be beneficial in incentivizing their creation.

#### *Short Term Rental Housing Policy*

Short-term rentals (STRs) have seen a significant increase in Vermont and throughout Waterbury, compared to pre-pandemic levels. Roughly 3.6% of Vermont houses are used as short-term rentals, with Waterbury's STR rate at 7.2%. While this is not a sizable percentage of Waterbury's housing stock, STRs often have an outsized representation during discussions about housing stock in the state. Lower rental vacancy rates (and other factors) likely contribute to the continued focus on STRs as a problem statewide. Practical policy solutions should be implemented to deal with the potential growth of STRs and their impact on Waterbury's housing stock.

#### *Revolving Loan Fund (RLF)*

The Town of Waterbury is fortunate to have a revolving loan fund at its disposal. The fund was created in the 1980s via an Urban Development Action Grant (UDAG). The RLF has helped finance many important projects in Waterbury, including the Waterbury Train Station and the Ice Center. The revolving loan fund can be used to support project development in the town.

## **Part 5: Implementation**

### **5.1 Plan Implementation**

For successful implementation, the WADC and Economic Development Director (EDD) should make continuous reference to the Plan and make an effort to push for policies that support the Plan's goals. The Economic Development Director will act as a project champion for the strategic plan and take active steps to support implementation. The Revitalizing Waterbury Board of Directors, WADC members and other stakeholders will fill the role of supporting actors to this implementation.

### **5.2 Active Steps**

Active steps to progress implementation of the Plan include the following:

- The EDSP will be adopted by the town selectboard
- The EDD will sit on the Waterbury Housing Task Force and work with the Task Force to create common-sense solutions to our housing issues.
- The EDD will take active steps to work with commercial property developers to find re-developable property and support developers throughout the development process.
- The EDD will engage in business outreach to fill vacant commercial spaces.
- Revitalizing Waterbury will engage the public in a discussion around developments on Route 100 to determine next steps for the area.
- Promote education around Accessory Dwelling Units as an alternative housing method.
- Determine the feasibility and community support of walkable infrastructure projects in Waterbury Center.
- Determine feasibility and community support of sewer and water expansion projects in Waterbury Center.

## Addendum

### *Waterbury State Office Complex*

The completed renovation and restoration of the Waterbury State Office Complex in 2016 was a crucial component to Waterbury's post-Tropical Storm Irene growth. The critical mass generated by having the complex fully staffed and occupied by a total of 1,100 state workers provided the Waterbury community with a steady base of potential customers for all commercial enterprises.

The COVID-19 pandemic of 2019 and subsequent changes in workplace structures resulted in an occupancy decrease at the complex. In spring 2024, the Vermont Department of Health decided to move 380 employees from a Burlington location to the Waterbury location, bringing the State Office Complex back to full occupancy.

In previous drafts of the EDSP, the Waterbury State Office Complex was referenced as a potential redevelopment site. Due to the recent influx of employees, the EDSP will no longer suggest pursuing the site for redevelopment.

### *Zoning Reform*

It is mentioned in previous versions of the EDSP that zoning reform is necessary in order to further development within Waterbury. At the time, Waterbury's zoning bylaws were antiquated and outdated. Waterbury's zoning bylaws are currently being updated, with a complete zoning bylaw update expected by 2025. Recommendations that came from the WADC regarding zoning bylaw updates have been adopted by the town.

### *Support during Main Street Reconstruction, COVID-19, and Flood Events*

In addition to providing business support, Revitalizing Waterbury has frequently assisted in response to expected and unexpected shocks to the Waterbury community. Revitalizing Waterbury supported Main Street Reconstruction, and created a construction specific website and blog, held business support workshops and meetings, and planned local shopping initiatives.

During Covid-19, Revitalizing Waterbury was able to pivot and provide business support via weekly newsletters containing funding opportunities for local businesses. Revitalizing Waterbury also created a new community currency and developed new partnerships with other entities in the region in order to provide better community support during those times.

Revitalizing Waterbury has also provided support for the community during the various flooding events that have occurred recently and in the past. Revitalizing Waterbury was instrumental in providing community support after Tropical Storm Irene and developed a fundraising project raising slightly under a million to rebuild the community. Revitalizing Waterbury also established a Business Flood Relief Fund in order to further expand support for businesses impacted by the storm. Revitalizing Waterbury continued this work during the 2023 floods with a new focus on resiliency.

[illegible]

TOWN OF WATERBURY HIGHWAY ORDINANCE *AS AMENDED 12-17-1990*

Pursuant to the provisions of Title 19 VSA, the Board of Selectmen of the Town of Waterbury hereby adopt this Town of Waterbury Highway Ordinance, this *25<sup>th</sup>* day of *APRIL* 19*88*

- Part A Classification of Highways
- Part B General
- Part C Upgrade of Class 4 Town Highways
- Part D Proposed New Public Roads
- Part E Resurvey of Town Highways
- Part F Driveways
- Part G Culverts
- Part H Signs
- Part I Highway Specifications

This Ordinance supercedes any previously adopted Town Ordinance or Policy covering the matters addressed in this Ordinance.

PART A - CLASSIFICATION OF HIGHWAYS

All highways in the Town of Waterbury are classified as Class 1, 2, 3 or 4, as specified in 19 VSA Section 302. The purpose of each class and the Town's responsibilities thereto are as follows:

Class 1 Town highways are those highways which form the extension of a State highway route and which carry a State route number.

Class 2 Town highways are those Town highways selected as the most important highways in each Town. As far as practicable they shall be selected with the purpose of securing trunk lines of improved highways from Town to Town and to places which by their nature have more than normal amount of traffic. The Selectmen, with the approval of the State of Vermont Transportation Board, shall determine which highways are to be class 2 highways.

Class 3 Town highways are all traveled Town highways other than Class 1 or Class 2 highways. The Selectmen, after conference with a representative of the State Transportation Board, shall determine which highways are Class 3 Town highways. The minimum standards for Class 3 highways are a highway negotiable, under normal conditions, all seasons of the year by a standard manufactured pleasure car. This would include but not be limited to sufficient surface and base, adequate

Where a driveway comes onto a paved road a 5' paved pad with a 2" crown shall join the driveway and the road. Driveways may not adversely modify the existing drainage of adjoining highways.

In case of unusual site conditions, the Selectmen may modify these specifications. However, any modifications shall be the minimum change necessary to meet the conditions and comply with this ordinance.

#### PART G - CULVERTS

Culverts will not be installed on private driveways by Town Highway personnel or at Town expense. Culverts installed by private residents will be done under the supervision of the Road Commissioner and done strictly in accordance with this ordinance.

Culverts that are currently in private driveways must be maintained by the owner whether the culvert was previously installed by the Town or by the owner. Culverts previously installed by the Town will not be replaced.

In the event a home owner does not maintain a culvert, necessary ditches to by-pass the culvert will be constructed and maintained by the Town until such time as the culvert is cleaned.

The applicant's attention is directed to paragraph 4 of Part C - Upgrade of Class 4 Town Highways, which shall apply if the culvert construction will impact on existing Town facilities.

#### PART H - SIGNS

Signs may be installed on Town highways only by permission of the Selectmen. The Selectmen may at their discretion have any sign removed for good cause.

#### PART I - HIGHWAY SPECIFICATIONS

The following specifications shall be met for a road before it can be considered for acceptance as a Town Highway. Unless noted otherwise, all specifications shall apply equally to upgrading an existing Class 4 highway and construction of a new highway.

References to State of Vermont Agency of Transportation Standard Specification for Construction shall be the latest edition of said specifications and are noted in this Town of Waterbury Highway Ordinance as "Vt. Specifications".

a sieve analysis.

PART J - EFFECTIVE DATE

Unless a petition is filed in accordance with 24 VSA 1973, this ordinance shall become effective sixty (60) days after the date of its adoption in accordance with 24 VSA 1972.

Adopted at Waterbury, Vermont this 25th day of April, 19 88.

/s/ Edward E. Steele

/s/ James E. Chalmers

/s/ Alec G. Tuscany

/s/ Edward C. Brown

\_\_\_\_\_  
Board of Selectmen

Received and recorded this 25th day of April, 19 88.

/s/ Edward Finn

Town Clerk

**TOWN and VILLAGE of WATERBURY**  
**SIGN BYLAWS**

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(c) Permanent strings of bulbs shall not be permitted. Such bulbs may only be a temporary part of a holiday decoration.

Section 610.3 Placement

(a) A sign may be mounted on a roof provided it does not exceed fifteen (15) feet in height, does not extend above the highest roof line of the building, and the top of such sign is not more than twenty (20) feet from ground level.

(b) Permanent signs shall not be drawn or painted on fences or erected, attached, or maintained upon utility poles, trees or other natural features.

(c) Free-standing or ground signs shall not be located within twelve (12) feet of a side or rear property lot line or be placed in any right-of-way.

(d) Projecting signs shall not extend into a public vehicular way, or be less than nine (9) feet above a pedestrian way.

(e) Signs should not cover important architectural details such as, but not limited to, arches, sills, moldings, cornices, and transom windows.

(f) No sign shall be erected within a municipal highway right-of-way except with the approval of the legislative body.

Section 610.4 Safety and Maintenance

(a) All signs shall be constructed of durable material, kept in good repair, and be maintained in a clean, neat and orderly appearance. Should a sign suffer structural deterioration or damage, it must be promptly repaired or removed by the owner.

(b) No sign shall be permitted which prevents a clear and unobstructed view of official signs and approaching or emerging traffic.

(c) No sign shall be erected, relocated, or maintained so as to prevent free entrance to or exit from any right-of-way, driveway, door, window, fire escape, or public street or road.

Section 610.5 Exemptions

The following signs, while subject to all general provisions of these Regulations, may be erected without a permit:

(a) Signs erected, maintained, or administered by the municipality, or by the State of Vermont under 10 VSA Chapter 21, Tourist Information Services.

(b) Small directional or warning signs, without advertising, displayed for the direction, instruction, or convenience of the public, including signs which identify restrooms, freight entrances, posted areas, etc., with an area not exceeding two (2) square feet. Such signs must be on the premises of the activity served by the sign. A maximum of one directional sign that states, refers to, or mentions the product, service, or name of the business served by that sign is permitted, provided that the purpose of the sign is to indicate the location of the business.

(c) Temporary signs:

- (1) Special event signs displayed for not more than four (4) weeks and not exceeding sixteen (16) square feet in area, which announce grand openings, fairs, expositions, auctions, lawn sales, campaign drives, or events of a



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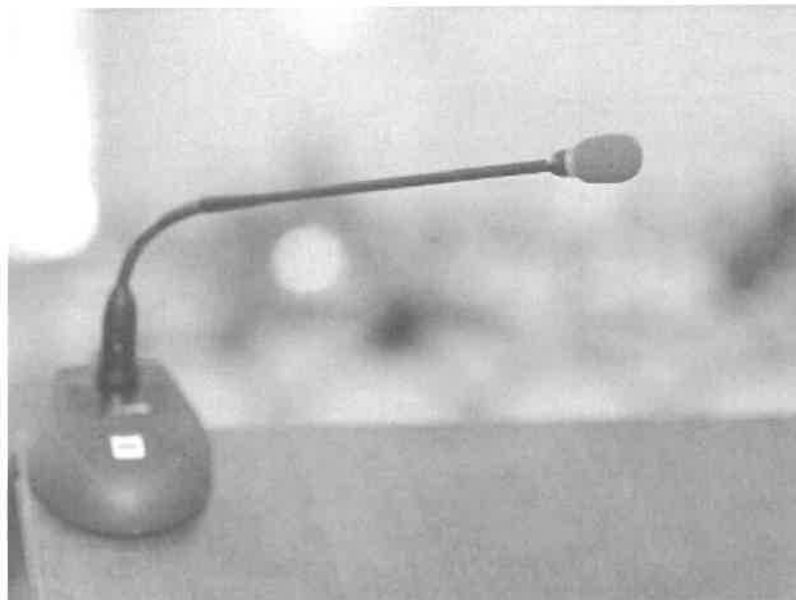
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# Act 133 (S.55) Amendments to Open Meeting Law to Take Effect July 1, 2024

**JUNE 12, 2024**

Act 133 (S.55) is a permanent amendment to Vermont's Open Meeting Law that:

- permits "advisory bodies" – those that do not have supervision, control, or jurisdiction over legislative, quasi-judicial, tax, or



budgetary matters – to meet electronically without a physical meeting location (i.e., remotely);

- requires all other public bodies (i.e., “nonadvisory bodies”) to record, in audio or video form, their meetings and post the recordings in a designated electronic location for a minimum of 30 days following the approval and posting of the official minutes of the meeting which was recorded;
- allows all public bodies to meet remotely in response to a state of emergency or “local incident”;
- requires all public bodies to provide local residents, members of the press, or members of the body itself electronic/telephonic or in-person meeting access options to a regularly scheduled meeting, if requested (unless it causes an undue hardship);
- requires a municipality to post on its website (if it maintains one):
  - an explanation of the procedures for submitting notice of an Open Meeting Law violation to the public body or the Attorney General; and
  - a copy of the text of 1 V.S.A. § 314; and
- imposes annual training requirements on selectboard chairs, town managers, and mayors.

**None of these changes take effect until July 1, 2024.** Until that time, all public bodies can continue holding remote meetings (see our COVID-19 Open Meeting Law FAQs), and after that time all public bodies will continue to be able to hold hybrid meetings.

The training requirements take effect on January 1, 2025.

VLCT's Municipal Assistance Center is feverishly updating online resources affected by these new amendments as well as developing new Act 133 (S.55) Open Meeting Law FAQs, which will be out well in advance of the law's July 1 effective date. Until then, please direct any questions you may have to [info@vlct.org](mailto:info@vlct.org) or 1-800-649-7915.

H.546 – Miscellaneous Tax Bill, Authorization of Local Option Tax  
H.629 (Act 106) – Municipal Tax Abatement and Tax Sales  
S.55 – Open Meeting Law Changes  
H.875 – Municipal Ethics

**H.875** *Repeals 24 V.S.A. § 1984. Amends 24 V.S.A. § 2291 and 24 V.S.A. chapter 60, § 1991 – 1997.*

*Effective date: January 1, 2025, except repeal of existing municipal ethics statutes takes effect upon passage and new training requirement takes effect September 30, 2025.*

This bill creates a new uniform municipal code of ethics that most municipal officers will need to follow; requires municipal legislative body members and quasi-judicial body members to take training; requires municipalities to take, investigate, and enforce ethics complaints; and implements new record keeping and reporting requirements.

Since 2019, municipalities have been required to adopt an ordinance or a policy that defines conflicts of interest and outlines how violations will be enforced. VLCT estimates that most municipalities have done exactly that, as the State Ethics Commission recognizes 66 such policies on its website, and we're aware of many others that have used our own model conflict of interest policy or have charter provisions addressing ethics. Moreover, we receive nearly 100 inquiries from our members a year – which almost always receive the same advice: "take a look at VLCT's model conflict of interest policy and FAQs." But following the issuance of a [report on municipal ethics](#), the State Ethics Commission proposed to discard these municipal authorities and instead create a statewide municipal code of ethics.

The House largely ignored VLCT's input on the bill – making small changes related to prohibited conduct definitions. The Senate significantly improved the bill, making changes to whistleblower protection provisions that, if they had passed, would have allowed any citizen to file a lawsuit against any municipal official they believed violated the state's new code of ethics, even offering punitive damages.

**VLCT ultimately opposed the bill, in large part because of the deeply flawed nature of the one-size-fits-all approach that demonstrates a distrust of municipal officials, and also because of the new unfunded mandates put on municipalities.**

The bill:

- Places two former municipal officials on the State Ethics Commission – one appointed by the Speaker and one by the Senate Committee on Committees.
- Creates a uniform code of municipal ethics, including required recusal procedures and prohibited activities, that municipal officers must follow.
- Enables the State Ethics Commission to receive ethics complaints about municipal officials and *refer* them to municipal ethics liaisons for investigation and enforcement.

- Enables the State Ethics Commission to provide advisory opinions and guidance to municipal officials.
- Requires all members of legislative bodies and quasi-judicial bodies to take ethics training every three years.
- Requires training records to be maintained by the municipality or the municipal officers themselves.
- Directs the Ethics Commission to be the creator of ethics training (though they can approve other training vendors).
- Requires municipalities to post the code of ethics and enforcement mechanism of the code on their website and provide it to all municipal officers.
- Requires municipalities to designate an ethics liaison, within 30 days of the bill becoming law, to communicate with the State Ethics Commission.
- Requires municipalities to designate someone to receive complaints.
- Requires municipalities to maintain records of complaints and the disposition of those complaints.
- Requires municipalities to establish an investigation and enforcement ordinance, policy, or rule.
- Requires municipalities to report the number and outcome of any complaints to the Ethics Commission.
- Creates a new whistleblower protection for municipal employees that is nearly identical to that which protects state employees.

**Of note is that the bill gives no new resources to the State Ethics Commission or municipalities to undertake this work.**

In May, VLCT wrote to Governor Phil Scott explaining our concerns about the bill, and requested that he veto the legislation. **On June 10, Governor Scott allowed H.875 to become law without his signature** and [sent this letter to the legislature](#). Read Ted Brady's remarks in [VLCT's June 11 public statement](#). We will do our best to help our members comply. We are committed to ensuring that municipal officials hold themselves to the highest ethical standards and are accountable to the people who elected them. The State Ethics Commission is given the authority to provide guidance and advice to municipalities, so **we encourage municipal officials to contact the Ethics Commission and ask any ethics questions they may have, as the commission is best suited to interpret the state code at this time.**

## Karen Petrovic

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**From:** Thomas Leitz  
**Sent:** Tuesday, June 11, 2024 10:53 AM  
**To:** Karen Petrovic; Alyssa Johnson; Ian Shea; Kane Sweeney; michael.bard22@gmail.com; Roger Clapp  
**Subject:** 2024 tax rate  
**Attachments:** 2024 Tax Rate Calculation.xlsx

All:

I am sending this in advance of the upcoming meeting.

The attached spreadsheet lays out the budgeted tax rate calculation, plus the actual using the grand list as of today. The grand list came in higher than anticipated, so if the planned tax rate is utilized we will have a surplus of about \$40,000 in 2024. I note the voters approved a maximum tax rate of 0.5570.

That being said, we have four FEMA buyouts in the works and three of those properties are vacant, so we can logically expect for those owners to request abatements (and they all requested and received abatements in 2023). I estimate that cost at about \$13,000. There is a bill that would allow for the Town to be reimbursed for school tax abatements, but only if they are filed on time before the bill sunsets.

The "Tax Rate Calcs" tab shows the math using the budgeted rate of .5570, versus the rate that could be adopted to meet the budget exactly.

The "Tax Rate Variations" tab shows some options wherein the \$40k surplus is reduced in increments of \$10,000.

Regards,

Tom Leitz, Municipal Manager  
Town of Waterbury  
28 North Main St., Waterbury VT 05676  
(802) 244-4300  
he/him/his



update 6/11/1

2023: Taxes & Grand List

<b>2023 Final Grand List</b>	\$	7,845,212
Taxes Raised	\$	4,266,771
Budget Surplus (Deficit)	\$	4,266,771
<b>Adopted Tax Rate</b>		<b>0.5439</b>
Total Cost for a \$300,000 Home	\$	1,631.70

<b>Veterans Exemption</b>		
Exempt Value	\$	697,300
2023 Homestead Tax Rate		1.9154
Amount Required to Raise	\$	13,356
<b>Required Veterans Rate</b>		<b>0.0017</b>
Total Cost for a \$300,000 Home	\$	5.11

<b>Hunger Mountain Exemption</b>		
Exempt Value	\$	764,600
2023 Homestead Tax Rate		1.9154
Amount Required to Raise	\$	14,645
<b>Required Hunger Mountain Rate</b>		<b>0.0019</b>
Total Cost for a \$300,000 Home	\$	5.60

2024: Taxes & Grand List

2024 Budget Plan	Rates/Amount	Change from 2023	% Change from 2023
Total 2024 Taxes Required	\$ 4,402,429	\$ 135,658	3.2%
Estimated 2024 Grand List	\$ 7,903,919	\$ 58,707	0.7%
<b>Voter Approved Maximum Tax Rate</b>	<b>0.5570</b>	<b>0.0131</b>	<b>2.4%</b>
Total Cost for a \$300,000 Home	\$ 1,670.98	\$ 39.28	2.4%

<b>2024 Final Grand List</b>	\$	7,975,557	\$	130,345	1.7%
Taxes Raised Using 0.5570 Rate	\$	4,442,331	\$	175,560	4.1%
Budget Surplus (Deficit) Using 0.5570 Rate	\$	39,902			
<b>Tax Rate to Exactly Meet Budget</b>		<b>0.5520</b>		<b>0.0081</b>	<b>1.5%</b>
Total Cost for a \$300,000 Home	\$	1,655.97	\$	24.27	1.5%

<b>Veterans Exemption</b>					
Exempt Value	\$	660,000	\$	(37,300)	-5.3%
Estimated 2024 Homestead Tax Rate		2.2027		0.287	15.0%
Amount Required to Raise	\$	14,538	\$	1,182	8.8%
<b>Required Veterans Rate</b>		<b>0.0019</b>		<b>0.0002</b>	<b>8.8%</b>
Total Cost for a \$300,000 Home	\$	5.56	\$	0.45	8.8%

<b>Hunger Mountain Exemption</b>					
Exempt Value	\$	764,600	\$	-	0.0%
Estimated 2024 Homestead Tax Rate		2.2027		0.287	15.0%
Amount Required to Raise	\$	16,842	\$	2,197	15.0%
<b>Required Hunger Mountain Rate</b>		<b>0.0021</b>		<b>0.0003</b>	<b>15.0%</b>
Total Cost for a \$300,000 Home	\$	6.44	\$	0.84	15.0%

updated 6/17/24

	Tax Rate Variations		Change from 2023		% Change from 2023	
Voter Approved Maximum \$40k Surplus		0.5570	0.0131		2.41%	
\$30k Surplus		0.5558	0.0119		2.18%	
\$20k Surplus		0.5545	0.0106		1.95%	
Total Cost for \$300,000 Home						
Voter Approved Maximum \$40k Surplus	\$	1,671.00	\$	39.30	2.41%	
\$30k Surplus	\$	1,667.25	\$	35.55	2.18%	
\$20k Surplus	\$	1,663.49	\$	31.79	1.95%	

Expected Cost of Tax Abatement Requests						
35 North Main	\$	157,800				
36 Union Street	\$	161,200				
40 Union Street	\$	141,200				
Subtotal	\$	460,200				
Estimated Lost Town Revenue	\$	2,563.31				
Estimated Lost School Taxes	\$	10,136.87				

## ARTICLE I. AUTHORITY

## ARTICLE II. ENFORCEMENT OF AND OBEDIENCE TO REGULATIONS

The Select Board may place and maintain in any street such marks, signs, signals, guides, or notices as they may deem proper for the direction or control of traffic therein, and no person shall keep, ride, drive or move any vehicle in any street contrary to such mark, sign, signal, guide, or notice.

The Select Board may, at its discretion, cause official traffic control devices to be erected within the Town of Waterbury to protect the safety and welfare of the Town's inhabitants and to effect compliance with these ordinances.

When in its judgment, the public good or safety so requires, the Select Board may temporarily prevent or restrict travel, by persons or vehicles, or both, in or on any town highway or street or part thereof

A violation of any such temporary regulation shall be punishable in the same manner as similar offenses under this article.

(a) Enforcement officers, as defined in 23 V.S.A. Sec. 4(11)(A) are authorized and empowered by the Select Board to enforce all traffic and parking ordinances of the Town of Waterbury, including this ordinance, and all the state laws applicable to motor vehicles, bicycles, pedestrians, and related traffic in the Town of Waterbury.

is not attached to a motor vehicle in running condition having sufficient motive power to draw said trailer or semi-trailer.

**Sec. 8-11**

**MOTOR VEHICLE OWNER, LIABILITY**

A person who is the registered owner(s) of a motor vehicle which is parked in contravention of the sections of this Ordinance, shall be subject to and liable for the penalties of Section 10-17 and 10-18 of this Code.

**ARTICLE IX. PARKING OF VEHICLES**

**Section 9-10**

The Select Board for the Town of Waterbury shall cause signs to be erected and maintained and pavement and curbing to be painted indicating areas where parking is regulated, controlled, or prohibited.

**ARTICLE X. PARKING VIOLATIONS**

**Sec.10-10 No motor vehicle shall be parked at any time on any street or municipal lot within the Town of Waterbury when:**

1. Within six feet either side of a fire hydrant if the hydrant is located in the street, curb line or sidewalk. Parking is not prohibited if the hydrant is located behind the sidewalk.
2. In front of the Main Street Fire Station located on South Main Street from the driveway at #29 S. Main Street for a distance of 135 feet in an easterly direction.
3. Within 15 feet of the curb line of another street unless otherwise posted.
4. On the Stowe Street railroad overpass or the approaches to the overpass.
5. On the east side of Park Row, from its intersection with South Main Street north, for a distance of 50 feet.
6. On the east side of Park Row, from the north end of Rusty Parker Park, south for a distance of 50 feet.
7. On the north side of Union Street from a point 20 feet west of the driveway at 23 Union Street, west to its intersection with North Main Street.
8. On the east side of Stowe Street, from its intersection with High Street, north to the

driveway of the Brookside Primary School.

9. On the west side of Stowe Street beginning at the south end of the turnout at the Newton Baker Mini-Park, south to a point across from the driveway of the Thatcher Brook Primary School.
10. On the west side of Park Row, from a point 75 feet south of its intersection with South Main Street, in a southerly direction to Randall Street.
11. On the east side of Park Row from between South Main Street and Randall Street.
12. On the east side of Park Street between Moody Court and South Main Street.
13. Except on the right-hand side of the street in the direction in which said vehicle is headed. Such vehicle shall park or stand within 12 inches of said right hand curb or street edge. Parking, in the fashion described above is permitted, in legal parking spaces, with the curb or edge of the street to the driver's left, if the street is marked as a One-Way Street.
14. On any sidewalk.
15. On any crosswalk.
16. In front of a public or private driveway.
17. Abreast of another vehicle.
18. Along the side or opposite any street excavations or obstructions.
19. On the east side of Hill Street from Railroad Street to the intersection of High Street.
20. On the north side of High Street from a point 20 feet easterly of its intersection with Stowe Street for a distance of 195 feet in an easterly direction to the steps at the High Street entrance to the school AND on the north side of High Street from a point 20 feet westerly of its intersection with Amory Avenue for a distance of 90 feet in a westerly direction, except as provided hereunder:
21. On the south side of High Street from its intersection with Stowe Street to its intersection with Hill Street except as provided hereunder:
  - (a) Vehicles displaying a permit for resident/guest parking issued for such purpose by the Town of Waterbury may park in this described area provided they comply with all other sections of this ordinance.)

22. On the south side of North Main Street from its intersection with Moran Lane in an easterly direction to a point 45 feet east of the entrance to the Dascomb P. Rowe Recreation Field.
23. On the North side of North Main Street, from its intersection with Stowe Street to the west side of the driveway at #17 North Main Street.
24. Within a parking space designated as handicapped parking by the international symbol of access and/or the words "Handicapped Parking Only" unless the vehicle is displaying a special handicapped plate or card from any state, as provided in 18 VSA 1324.
  - a) This shall include handicapped spaces in any parking facility open to and used by the general public.
25. Said vehicle is not properly registered.
26. At any point on a street, including a designated parking space, when the presence of such vehicle in conjunction with any other condition then existing will obstruct the free passage of other vehicles upon the street.
27. On either side of Demeritt Place from South Main Street to the railroad tracks.
28. On the south both sides of Randall Street from its intersection with Park Row for a distance of 150 feet in a westerly direction to a point five (5) feet west of the driveway at 40 Randall Street.
29. On the east side of Butler Street from its intersection with N. Main Street for a distance of 110 feet in a northerly direction.
30. On the west side of Butler Street from its intersection with N. Main Street for a distance of 75 feet in a northerly direction.
31. On the south side of S. Main Street from its intersection with the State Drive for a distance of 60 feet in an easterly direction.
32. On the west side of Batchelder Street from its intersection with Main Street to the railroad tracks.
33. On the south side of Union Street from the west side of the driveway at 16 Union Street west to the westerly side of the driveway at 34 Union Street.

34. On the south side of North Main Street from the east side of the driveway at 6 North Main Street in an easterly direction to the east side of the driveway at 1 South Main Street.
35. On the west side of Stowe Street at its intersection with Swasey Court for a distance of 20 feet in a northerly direction.
36. On the north side of High Street from its intersection with Armory Avenue in an easterly direction to its intersection with Hill Street.
- 36 a) On the west side of Armory Avenue for its entire length between High Street and Hillcrest Terrace.
37. On the north side of Pilgrim Park Road
38. On the south side of Pilgrim Park Road from the railroad tracks for a distance of 160 feet in an easterly direction.
39. On the north side of High Street from its intersection with Stowe Street in an easterly direction for a distance of 20 feet.
40. On the south side of Mill Street.
41. On the south side of East Street from the corner of Stowe Street in an easterly direction for 435 feet.
42. On the south side of South Main Street from the east side of the driveway at 47 S. Main Street for a distance of 60 feet in an easterly direction to the west side of the driveway at 51 S. Main Street when signage is present restricting these spaces for the parking of buses-otherwise no restrictions.
43. On either side of Reservoir Road from its intersection with Rt. 100 to its terminus.
44. **For not more than two hours at a time, between the hours of 8:00 am - 6:00 pm in the following locations:**
  - a) On either side of South Main Street between Foundry Street and its intersection with Stowe Street.
  - b) On south side of North Main Street from the east side of the driveway at 8 North Main Street (Congregational Church) for a distance of 60 feet in an easterly direction to the west side of the driveway at 6 North Main Street. This space is reserved for passenger cars only.

- b) On either side of Stowe Street from its intersection with Main Street to the approach of the railroad overpass, except for the space in front of 5 Stowe Street, which is designated as a 15 minute space.
  - c) On east side of Elm Street from its intersection with South Main Street for a distance of two hundred (200) feet in a southerly direction.
  - d) On the west side of Elm Street from its intersection with South Main Street for a distance of one hundred feet (100) in a southerly direction.
  - e) In the Stowe Street Parking lot
45. **For not more than 15 minutes, between the hours of 8:00 am - 6:00 pm, when designated by 15 minute signs, designated with Town of Waterbury insignia, in the following locations:**
- a) On the west side of Elm Street in the two spaces in front of 3 Elm Street.
  - b) On the north side of South Main Street in the space at 34 South Main Street immediately north of the driveway at 34 South Main Street.
  - c) On the west side of Stowe Street at 5 Stowe Street.
  - d) On the south side of South Main Street, in the space in front of 27 South Main Street.
  - d) On the south side of South Main Street, in the space in front of 29 South Main Street.
46. **Bus Parking:** When marked by signs buses may park for up to 15 minutes to load or discharge passengers in the spaces on the south side of South Main Street from the east side of the driveway at 47 S. Main Street for a distance of 60 feet in an easterly direction to the west side of the driveway at 51 S. Main Street,
47. A vehicle shall be deemed continuously parked unless it has been withdrawn from the parking space for at least five (5) minutes.

#### Sec.10-11

#### PAINTED SPACES

Where lines are painted outlining parking spaces and when said lines are visible, vehicles shall be parked wholly within the boundaries of said lines.

To: Bill Woodruff  
Waterbury, VT

From: Sean Neely  
South Burlington

Project/File: 195310050

Date: October 7, 2022

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**Reference: Waterbury Parking Study Update**

Stantec provided supplemental analysis to the 2016 Waterbury Downtown Parking Study to reflect changing parking supply conditions and to estimate the potential impact of losing 27 parking spaces if the Utility District sells the parking lot at 51 South Main Street. Changes to parking supply since the 2016 study include a loss of public on-street spaces associated with the Main Street reconstruction, reconfiguration of existing lots, including the old TD Bank lot that now has increased capacity, and an additional private parking lot for Freak Folk Bier on Stowe Street. The parking study area is shown in Figure 1.



**Figure 1: Parking Study Area Boundary**

**Reference: Waterbury Parking Study Update**

Stantec used current existing aerial imagery from Google Maps to count the current number of parking spaces in the downtown Waterbury study area. The existing aerial photo is post-Main Street reconstruction and shows current on-street parking spaces as well as reconfigured parking for the former TD Bank parcel and Freak Folk Bier. Parking areas in the aerial photo that are obscured by trees, etc. were identified for the Town to confirm the number of spaces.

The Town counted the number of parking spaces being utilized in the study area from 6:00pm to 8:00pm on Friday, September 23, 2022. On Tuesday, September 27, 2022, the Town confirmed the number of parking spaces counted by Stantec and counted the number of parking spaces in areas identified by Stantec as obscured in the aerial photo.

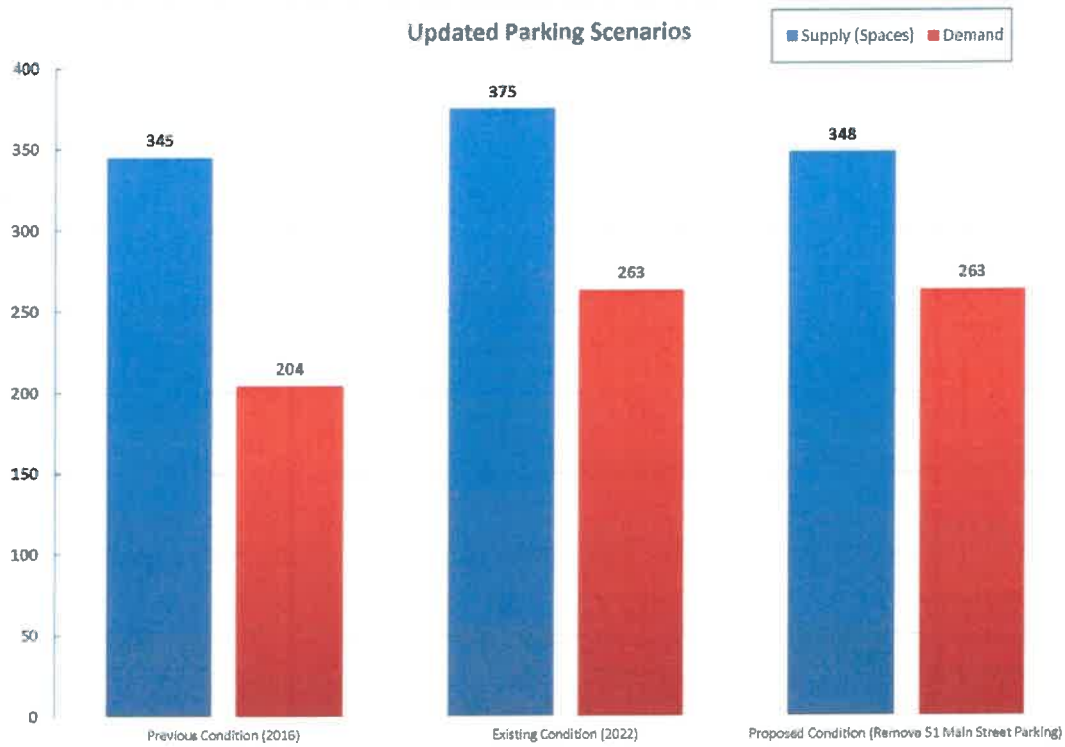
The updated condition (2022) of existing parking capacity and utilization for the combined public and private parking supply is compared with the previous condition (2016) as well as the proposed condition (removal of parking at 51 Main Street) in the table below. The existing condition of 70% parking utilization and the proposed condition of 76% parking utilization in the study area are less than the recommended threshold of 85% to 90% capacity used in the 2016 Waterbury Downtown Parking Study.

**Table 1: Combined Private & Public Parking Utilization**

	PREVIOUS CONDITION 2016	EXISTING CONDITION 2022	PROPOSED CONDITION (REMOVE 51 MAIN STREET PARKING)
<b>TOTAL PRIVATE + PUBLIC LOT SPACES</b>	<b>345</b>	<b>375</b>	<b>348</b>
<b>ESTIMATED PARKING DEMAND</b>	<b>204</b>	<b>263</b>	<b>263</b>
<b>ESTIMATED AVAILABLE SPACES</b>	<b>141</b>	<b>112</b>	<b>85</b>
<b>UTILIZATION</b>	<b>59%</b>	<b>70%</b>	<b>76%</b>

The chart below displays the updated parking supply and demand scenarios graphically. While demand has increased since the previous study, supply will remain sufficient to maintain adequate parking utilization of less than 85% to 90%, even with the sale of 51 South Main Street.

Reference: Waterbury Parking Study Update



**Figure 2: Updated Parking Scenarios**

**Reference: Waterbury Parking Study Update**

The updated condition (2022) of existing parking capacity and utilization for the public-only parking supply is compared with the previous condition (2016) as well as the proposed condition (removal of parking at 51 Main Street) in the table below. The existing condition of 76% public parking utilization is more than adequate and the proposed condition of 87% public parking utilization is adequate based on the criteria stated above. As discussed in the 2016 study report, there is additional parking supply available for those willing to walk further outside of the study area.

**Table 2: Public Parking Utilization**

	PREVIOUS CONDITION 2016	EXISTING CONDITION 2022	PROPOSED CONDITION (REMOVAL OF 51 MAIN STREET PARKING)
TOTAL PUBLIC LOT SPACES	220	206	179
ESTIMATED PARKING DEMAND	204	156	156
ESTIMATED AVAILABLE SPACES	16	50	23
UTILIZATION	93%	76%	87%

In conclusion, selling the property at 51 Main Street and reducing the parking supply by the associated 27 spaces is expected to result in a tolerable impact on the public parking supply. Parking supply is expected to remain adequate to serve parking demand.

Regards,

**STANTEC CONSULTING SERVICES INC.**



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