



ESSEX ENERGY COMMITTEE

Covering Town and Village energy needs since 2008

A G E N D A:

Tuesday, October 24, 2023 @7:00pm

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 278 696 145 325, Passcode: ho9yvo

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 802-377-3784,,102232687#](#) United States, Middlebury, Phone Conference ID: 102 232 687#

ADMINISTRATIVE

- A. Draft Minutes from 09/21/2023 (to be circulated)
- B. Vacancy

SUBSTANTIVE

1. Energy Coordinator Position for Essex (to be circulated)
2. Town Plan Chapter 2 Discussion: What else should be added? (See accompanying materials)
3. Recap / Lessons Learned from Button Up / Weatherization Table at Essex Explore (Oct 7th)
4. Solar Siting / Green Lantern Outreach (See accompanying materials)
5. Topics / Speakers for Legislative Update at November Meeting
6. Upcoming Events: Piechak Discussions / Local Motion / VECAN
7. Other Business

Chapter 2: Essex as a Community

For goals to be obtainable and action plans to be realistic, it's important to know the situation on the ground. For that reason, in this chapter, you will read how Essex sees itself as a community as well as learn a great deal of facts & figures about our town. As we've seen throughout, the benchmark Essex residents have set for themselves is a community that is **connected, diverse, inclusive, sustainable**, and a **joy to live in**.

What You Will Read:

This chapter will be divided into sections that relate how Essex residents perceive the town and what the reality is 'on the ground,' so to speak.

The chapter will open by sharing residents' answers to the question "What is your favorite part of Essex?" This can mean a physical place, but it can also mean *which aspect of the community* people like the most.

Following this, we will explore the **history of Essex**, from prehistory to the present day. This will give us a grounding in how both the original inhabitants and recent settlers have seen their relationship with the land and their built environment.

Next we will discuss the **demographic profile** of the town, highlighting population trends over time, how Essex compares to our neighbors in demographic categories, and what implications that has for our town's future.

In the next section, we will discuss **economic development**, primarily through the lens of facts & figures, answering such questions as "*Who are the largest employers?*", "*How do we attract the industries we want?*", and "*Where in town can we sustainably grow?*"

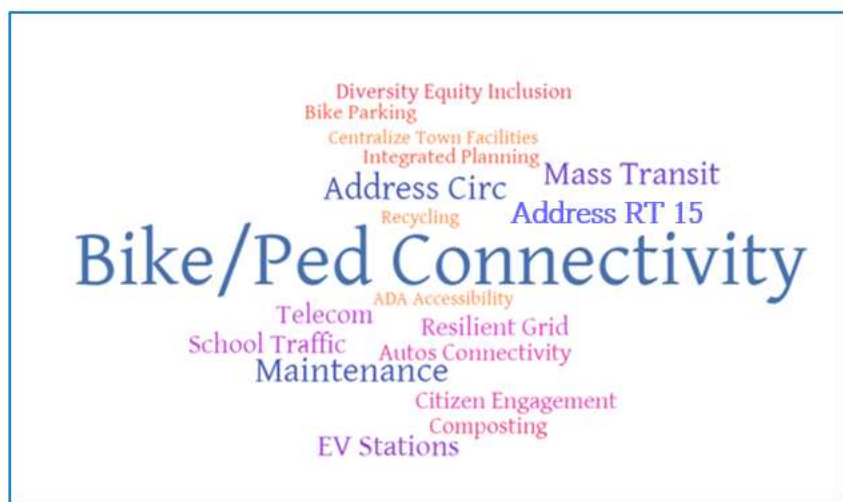
Naturally this leads to the area of **existing transportation infrastructure**, covered in the next section. This has implications for economic development, of course, but not only that: recall that a prime objective of our residents is to be better connected, and inclusive, and to have a sustainable and enjoyable environment, so this section will not be limited to roadways.

One of the greatest challenges our community and state is facing is **affordable housing**. The next section, therefore, will feature an honest look at our housing stock and its affordability.

The next-following two sections will look at the related topics of **education** and **childcare**. A sustainable Essex - the kind that residents have stated they want - takes pride in how it nurtures and educates its young, such that they wish to stay in the community. These two sections will provide demographic data on our younger population, the status of our educational offerings, and how childcare availability and affordability affects our community and economy.

We finish with the topics of **energy** and **flood resilience**. These topics - and their connections to climate change - continue to grow in significance as have taken on a new salience in Vermont grappling with the devastating floods of 2023, ~~but even before that, recall~~ With that said, residents in town forums indicated their preferences for "bulwarks against climate change," and "regulations and so-called green incentives." These sections will discuss the "on-the-ground" reality of our energy needs, ~~and~~ what sources are available, ~~as well as~~ our preparedness for another serious flood, and for address climate change more generally.

visioning sessions. The below wordcloud illustrates the most discussed concepts related to transportation and other infrastructure.



Public Transit

The primary public transportation service in Essex is bus transit provided by the [Green Mountain Transit](#) (GMT). The regional transit authority extends coverage to Chittenden, Franklin, Grand Isle, Lamoille, and Washington counties. As a GMT member community, Essex has one seat on the GMT Board of Commissioners.

BOX: GMT Routes & Schedules

The Chittenden County Transportation Authority maintains up-to-date route, schedule and fare information on its website, <https://ridegmt.com/>.

GMT operated three routes in Essex in 2023: the Essex Junction route, the Williston-Essex Combo route, and the Jeffersonville Commuter. As of 2023, all of GMT's buses were wheelchair accessible and equipped with bicycle racks. Essex also receives ADA paratransit service, as a GMT program operated by the [Special Services Transportation Agency](#) (SSTA).

The Town operates the [Senior Van service](#) as a second means of public transportation. Funded through the Parks and Recreation Department budget, the Senior Van provides free transportation to Town of Essex residents, aged 60+. Essex acquired its first senior van in 1984, and a second van went into service in 2005. Total ridership in fiscal year 2023 was 2,052. As a popular and successful service, the Senior Van should continue to receive support from the Town.

SIDEBAR: Transit-oriented and Pedestrian-oriented Development

Public transportation works best when origins and destinations are focused in linear corridors and in city and town centers rather than being spread out in suburban-style subdivisions and office parks. As municipalities and developers consider new construction of homes and commercial space within Green Mountain Transit's member communities, communication and cooperation with GMT and other regional organizations are essential to promote a sustainable economy.

GMT has identified the VT Route 15 corridor between Burlington and Essex Center as a priority for transit-oriented and pedestrian-oriented development. To make best use of GMT's resources and promote future improvements in service, and thus attract more riders, future development and enhancements of the pedestrian environment should be focused along the VT Route 15 corridor – particularly in the Essex Town Center.

1478 Sidewalks, Bike Lanes, and Shared-Use Paths

1479 Sidewalks, bike lanes, and shared-use paths give residents a safer and more convenient way to walk
1480 and bike to and from shopping centers, jobs, parks, and bus stops. Sidewalks provide safety for
1481 children as they play near their homes and as they walk to and from school bus stops and
1482 neighborhood parks. Five-foot-wide sidewalks are appropriate for pedestrian use, whereas at least
1483 10-foot wide shared-use paths with 2-foot wide clear shoulders accommodate bicyclists as well as
1484 pedestrians.

1485 Essex has two key resources that provide guidance for where the Town should install sidewalks, bike
1486 lanes, and shared-use paths. The 2014 [*Bicycle and Pedestrian Plan for the Town and the Village of Essex*](#)
1487 [*Junction*](#) contains detailed information on the existing sidewalks, bike lanes, and shared-use paths, and
1488 identifies where the community needs new pedestrian and bicycle facilities. Priority should be placed
1489 on updating a Town-only Bicycle and Pedestrian Plan in the near future. The Town needs to
1490 prioritize which projects in the Bicycle and Pedestrian Plan should be funded and built.

1491 Developers need to install sidewalks in most new developments. To facilitate the construction of
1492 shared-use paths in appropriate locations, the Planning Commission should require that a 20-foot
1493 right-of-way along property frontages be deeded to the Town as part of the subdivision and site plan
1494 approval process.

1495 If a property contains a proposed trail from the Town Plan, the Planning Commission can and
1496 should require landowners to provide trail easements when they develop or subdivide their property.
1497 Many of these easements come in the less populated areas of Essex, where the Town envisions
1498 future trail development.

1499 Because construction costs for new sidewalks, shared-use paths, and trails can be high, most large
1500 projects require state or federal grants. In such instances, the Town typically uses money from its
1501 capital budget to cover a portion of the project cost. Impact fees also need to be developed and
1502 implemented to help pay for the expansion of bicycle and pedestrian infrastructure.

1503 Several projects received state grants for design and construction in recent years, including a paved,
1504 10-foot-wide shared-use path along VT Route 2A between Pinecrest Drive and Old Colchester
1505 Road; a 5-foot-wide sidewalk on Pinecrest Drive between Suffolk Lane and VT Route 2A; A shared-
1506 use path along VT Route 15 connecting Essex and Colchester; and a 5-foot-wide sidewalk on
1507 Towers Road between Clover Drive and VT Route 15.

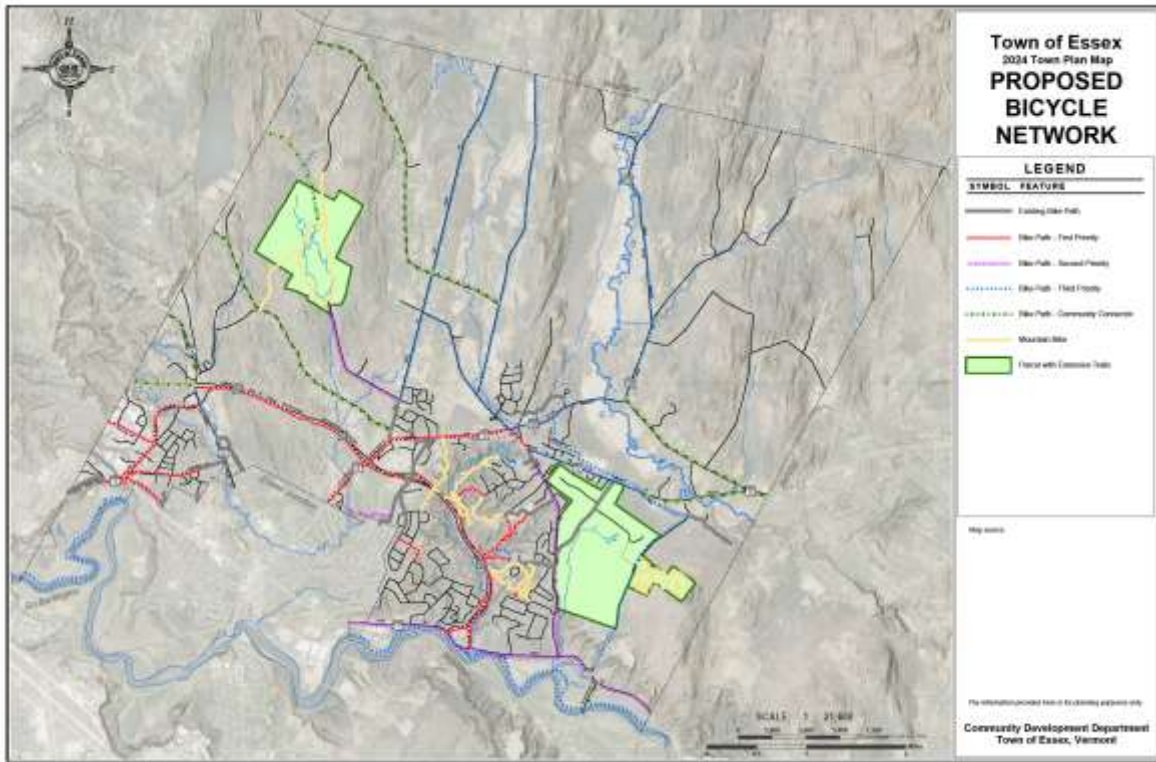
1508 The top priority shared-use path is to link Streamside Village, which is close to the Town border
1509 with Essex Junction, to existing shared-use path infrastructure within the Essex Town Center. There
1510 is a preferred alternative for this shared-use path along VT Route 15. The community has also
1511 expressed a desire to connect the neighborhoods and schools on either side of the Circ with multi
1512 use path.

1513 The Town Plan serves as the second key resource. The adjoining maps show where the Town would
1514 like to expand a public network of pedestrian, bicycle networks.

1515 ***MAP 7: Existing and Proposed Footpath Network***



MAP 8: Existing and Proposed Bicycle Network



SIDEBAR: Regional Transportation Facilities

Essex residents can access regional transportation options, including planes, trains, ferries, and buses. As of 2023, the following entities offered regional transportation:

- [Burlington International Airport](#) is less than 5 miles from Essex. The airport is a U.S. Customs Port of Entry for airplanes entering the country from abroad and is also an approved foreign trade zone.
- A train station is located in adjacent Essex Junction. Daily freight and passenger service is provided by [New England Central Railroad](#), [Vermont Rail System](#), and [Amtrak](#). Amtrak's "Vermont," which has service from St. Albans to New York City, stops twice a day in Essex Junction. The Ethan Allen Express Amtrak line was recently extended into Burlington. This line extends from New York City, Albany, NY, Rutland to Burlington.
- Two ports on nearby Lake Champlain offer [ferry services](#) that carry autos and passengers between Vermont and New York.
- [Greyhound](#), [Megabus](#), and [Vermont Translines](#) operate bus lines that connect Burlington to Massachusetts, New Hampshire, New York, and Canada.

SIDEBAR: Primary challenges related to transportation

As Essex seeks to improve transportation options available to residents, it can expect to face the following challenges:

- Adequately funding the maintenance of existing ~~roads, paths and trails~~[transportation infrastructure](#);
- Reducing roadway and intersection congestion ~~caused, to a significant degree, by the conflict between local access to and from public roadways and commercial driveways, and the impact of regional through traffic~~;

- ~~Increasing Funding needed to improve~~ the availability and quality of alternative transportation modes and infrastructure such as bi lanes, paths, sidewalks, trails, and public transportation;
- ~~Providing transportation system improvements that favor and strengthen the community and regional economic opportunities for Vermont employers and employees;~~
- ~~Developing fair road and pathway impact fees for new development;~~
- ~~Providing easily accessible transportation information in real time to drivers on the major congested corridors as to the availability of alternative transportation modes.~~

Existing Conditions Transportation System Challenges and Opportunities

Traffic in Essex has increased incrementally. To help schedule road improvements, the Town implemented a [Highway Transportation Management Plan](#) in 2014 that is planned to be updated in 2024 or 2025. The plan includes a description of the function of each road in town, an inventory of road conditions, intersection issues, and recommended improvements. Improvements are made when funding allows, although it can be difficult to allocate costs because no single development or source has a major impact on the overall transportation system. All road improvements and rehabilitation events are funded through the current operating and capital budgets. All improvements are planned to use this document, with pavement condition surveys completed on five-year intervals.

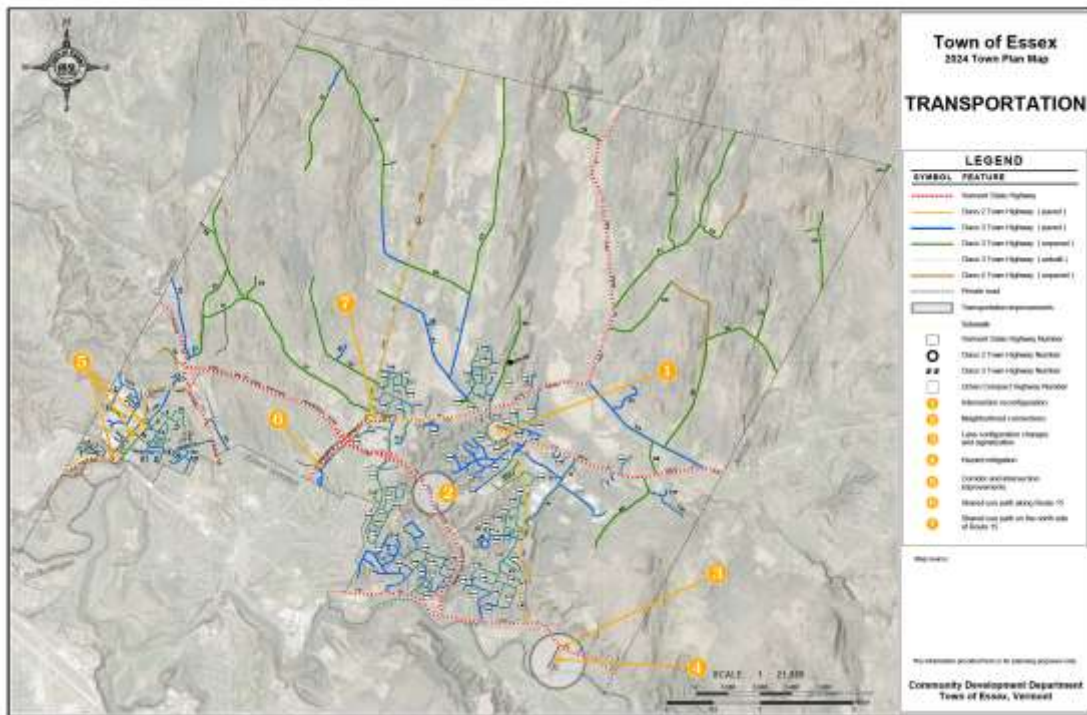
BOX: Major traffic generators

Essex has several locations that generate large amounts of traffic:

- Saxon Hill Industrial Park
- Essex Town Center (Hannaford, Essex Experience, The Essex Resort and Spa)
- Essex Westford School District
- Keurig Dr. Pepper, Inc. and other businesses and industries in the Susie Wilson Road area
- Essex Square Shopping Center and Center Road businesses

The Town and the City of Essex Junction, then the Village, began to jointly plan for alternative transportation options in 2014 by adopting the [Bicycle and Pedestrian Plan for the Town of Essex and Village of Essex Junction](#). The plan identifies existing bicycle paths and sidewalks, highlights locations for future bicycle and pedestrian infrastructure, and provides options for encouraging walkers and bicyclists. This Plan should be updated to include the Town only and could be included in the Highway Transportation Management Plan as one document.

MAP 3: Transportation by Classification



When deciding how to improve roads, the Town can better allocate scarce resources and provide improved road transportation services by developing and using a functional road classification system. Each road in Essex has a dual designation – a functional class for planning and design purposes, and a state aid class for funding. The [Highway Transportation Management Plan](#) contains detailed descriptions of the functional classifications and roads within those classifications.

BOX: Definitions of road classes

Arterial: A major street that has a primary function of moving vehicles and a secondary function of accessing land.

Collector road: The primary function of a collector road is to distribute traffic between arterials and minor (local) streets. A secondary function is land access, and a tertiary function is to handle inter-neighborhood traffic.

Local street: A minor street that primarily provides access to neighboring properties, and does not support through traffic.

Conflicts and congestion can occur when roads and intersections designed for one function, such as residential traffic, are used for another function, such as commercial truck traffic. Future transportation planning and land use decisions should consider the functions of nearby roads to minimize traffic problems. Conflicts within or between functional classes of roads tend to fall under one of five categories:

1. **An arterial being used to provide direct access to residences via driveways, numerous residential streets, or curb cuts (aka driveways) for business.** This conflict occurs along most of the Town's arterials. The exceptions are Allen Martin Drive and Essex Way, the town's most recently constructed arterials. As an example, residences and businesses along VT Route 15 in Essex Center have driveways every 75 to 100 feet. Residents and businesses have made numerous complaints about street access and the amount of traffic along VT Route 15.

2. **A collector road or local street being used by through traffic.** This conflict occurs along Brigham Hill Road, Pinecrest Drive, and Weed Road. Vehicles often use Pinecrest Drive, for instance, to avoid congestion at the Five Corners.
3. **Structurally inadequate roads being used to meet a higher functional requirement (for instance, gravel roads acting as collectors).** Local examples of streets that see more traffic than they can structurally handle include Brigham Hill, Discovery, Indian Brook, Lamore, Lost Nation, Osgood Hill, and Sand Hill roads.
4. **Existing roads that were not designed to meet functional requirements but have evolved from older routes of travel.** These roads often have sharp curves and poor sight distances. This type of problem occurs on Lamore, Lost Nation, and Old Stage roads.
5. **Intersections that have become choke points because of inadequate designs to accommodate the movement needs mandated by the functional classes of intersecting roads.** A number of intersections in Essex fail to meet movement needs of vehicles and pedestrians. Earlier transportation management plans have made progress in resolving intersection problems, but many intersections still need fixes to improve local access and more quickly move regional traffic through busy corridors during rush hours. Several of the problem intersections are being redesigned, including the following:
 - *VT Route 15/Sand Hill Road* – Under design by VTRANS (2025 construction)
 - *VT Route 15/Susie Wilson Road and the Susie Wilson/Kellogg Road corridor* – VTRANS (design underway)
 - *North Williston Road/VT Route 2A* – VTRANS plans are currently on hold for this project.

~~Implementing solutions to traffic problems~~

~~Traffic solutions are identified and developed in scoping studies when federal or state grant funding is available. The high cost of important transportation projects almost always prevents the community from paying for improvements without state or federal assistance. The adjoining map shows improvements identified by recent transportation studies. Even though the Town knows how to resolve certain problems, solutions will not be implemented for at least 2 to 8 years. Road network conditions will continue to worsen during that time.~~

Upcoming Transportation Improvements

Upcoming Traffic/transportation improvements for Essex fall under several categories: Circumferential Highway Alternative Projects, Town Center roads, and Development Connector roads.

The [Circumferential Highway Alternative Projects](#) came about after the State of Vermont decided not to complete the Circumferential Highway. A regional task force spent two years evaluating and recommending projects to reduce traffic in Colchester, Essex, and Williston. All of the improvements will be paid for entirely with state funds, federal funds, or both. Implementation will occur over 2 to 8 years. The following list summarizes the projects approved for future construction in the Town of Essex.

- **Intersection of VT Route 15 and Sand Hill Road:** Reconfiguration, signal installation, pedestrian crossing, signal integration with other signals within the corridor (2025 construction)

- **VT Route 15/Susie Wilson Road/Kellogg Road:** Corridor and intersection improvements to include improved bicycle access, added lanes, improved signals. This improving bicycle access without limiting traffic will be complicated because the corridor has limited available additional ROW. (VT Route 15/Susie Wilson currently in design)
- **Intersection of VT Route 117 and North Williston Road:** Lane configuration changes and signalization (scoping completed, currently on hold)
- **VT Route 117/North Williston Road hazard mitigation:** Signage, culvert changes, better gate control for flooding, advance warning devices
- **VT Route 15/Old Stage Road to Essex Way:** Shared-use path on the north side of VT Route 15

Town Center Roads

A plan for **Town Center roads** was discussed in the [ETC NEXT Master Plan](#). The proposed street network covered three areas: Butlers Corners and Lang Farm; historic Essex Center; and along VT Route 15. At the time of writing the 2024 Town Plan, the Town began work on an [Official Map](#), that would include the desired network of interconnecting roads, sidewalks, shared-use paths and other infrastructure improvements in the core of the Essex Town Center as envisioned in the ETC NEXT Plan. Additionally, this map will be instrumental in helping the Town seek a New Town Center state designation through the state's [Designation Program](#), as an Official Map is requirement of this state designation.

Development Connector Roads

Within neighborhoods and subdivisions, **development connector roads and bike and pedestrian connections** epitomize the concept of transportation alternatives which were strongly supported by the public during the outreach for developing the vision for this Town Plan. Multiple accesses to and between subdivisions can improve traffic efficiency in a subdivision layout as well as the major road networks. Connected roads also provide better access for emergency vehicles. The [Official Subdivision Regulations](#) require two access points for subdivisions with 50 or more residences, and the Planning Commission encourages multiple access points for all residential developments. When appropriate, the Planning Commission encourages developers to dedicate rights-of-way for future road connections to adjoining parcels. The Town's regulations discourage dead-end roads and cul-de-sacs because of high maintenance costs and inefficient traffic movements. However, many large developments do have dead-end and cul-de-sacs and are not connected to other neighborhoods. These issues should be examined and further policies should be developed to discourage this in the future.

~~Developers need to install sidewalks in most new developments. To facilitate the construction of shared-use paths in appropriate locations, the Planning Commission should require that a 20-foot right-of-way along property frontages be deeded to the Town as part of the subdivision and site plan approval process.~~

~~If a property contains a proposed trail from the Town Plan, the Planning Commission can and should require landowners to provide trail easements when they develop or subdivide their property. Many of these easements come in the less populated areas of Essex, where the Town envisions future trail development.~~

~~Because construction costs for new sidewalks, shared-use paths, and trails can be high, most large projects require state or federal grants. In such instances, the Town typically uses money from its~~

2019 Equity holistically to better understand how the Town can leverage its policies, regulations, and
2020 actions to improve conditions in the community.

2021 **Planning Process**

2022 As recommended by the Vermont Department of Health in their 2013 guide [Active Living &](#)
2023 [Healthy Eating](#), municipalities can take the following steps to develop a plan to address health
2024 concerns and incorporate healthy community design principles:

- 2025 - Collect and analyze information;
- 2026 - Define a vision for the community;
- 2027 - Establish goals and objectives;
- 2028 - Create an implementation strategy;
- 2029 - Adopt the plan;
- 2030 - Implement the plan; and
- 2031 - Evaluate the outcomes.

2032 To conduct this planning effort, a Toolkit has been provided in the guide. Additionally, staff from
2033 the Department of Health can assist the Town in the development of its Health Equity plan.

2034 **Energy**^[KS2]

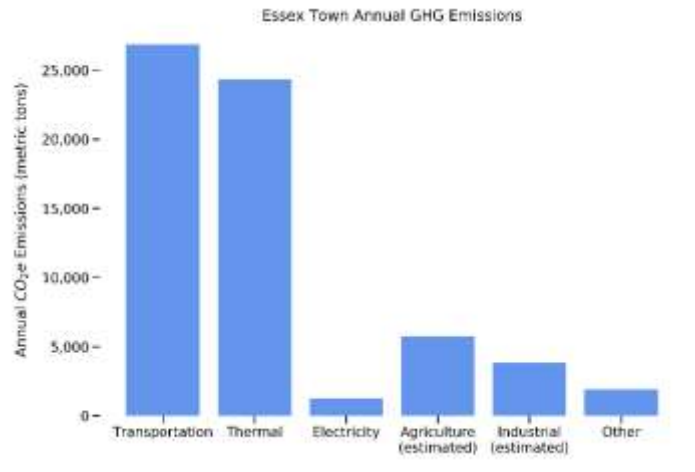
2035 Since ~~releasing a *Comprehensive Energy Plan* in 2022~~2017, Vermont has been working toward a goal of
2036 obtaining 90 percent of its energy from renewable resources by 2050. When the [Comprehensive](#)
2037 [Energy Plan](#) was released [2022](#), 23 percent of Vermont's energy came from renewables.

2038 Topics related to energy conservation, climate change, and resiliency were important topics to the
2039 participants of the Town Plan visioning sessions. The key concepts are shown in the wordcloud
2040 below.



2041

Led by its [Energy Committee](#), Essex is striving to match the state’s 90 percent goal. The Essex Energy Committee has taken the position that, “For Essex Town to achieve the 90 percent renewables level of success for the overall betterment of our community, we must develop and implement plans, which aggressively change the way in which we view energy from the standpoint of cost, use and conservation.”



Energy use in Vermont falls into three [general](#) categories: transportation, commercial and industrial, and residential. Transportation accounted for 38 percent of energy use in the state in 2012, the year with the most recently available data from the U.S. Energy Information Administration. Commercial and industrial operations accounted for 32 percent of energy use and residential energy use made up the remaining 30 percent.

With the 2014 closure of the Vermont Yankee nuclear power plant, which accounted for 70 percent of the electric power generated within the state, Vermont will ~~grow over~~[remain over](#)ly dependent on energy sources produced ~~in other~~[outside of the](#) states.

The state’s Comprehensive Energy Plan makes many policy recommendations to move toward the goal of 90 percent renewables. The recommendations aim to foster economic security and independence, safeguards environmental legacy, driving-state innovation and job creation, and increase community involvement and investment. The plan prioritizes improvements in energy conservation and efficiency and the development of sustainable, local sources of energy.

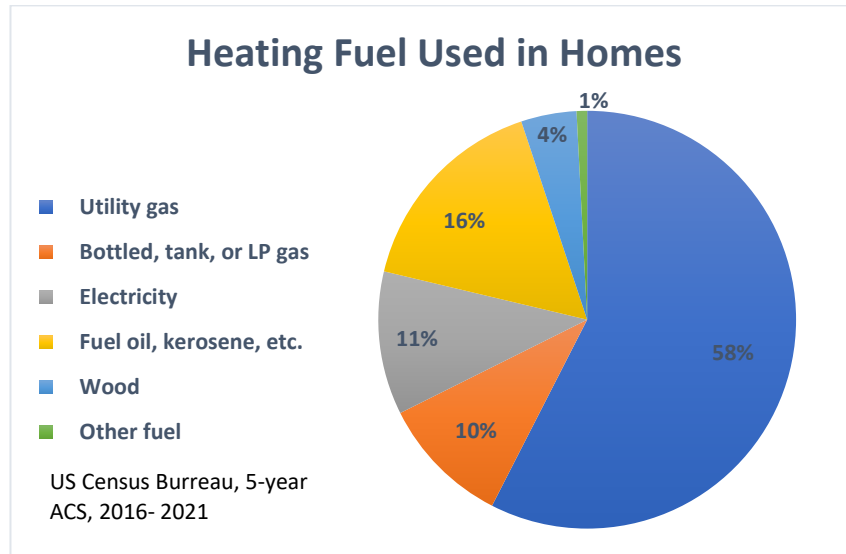
Essex will take a similar approach. The Town has yet to develop its own comprehensive energy plan, but the Energy Committee has identified four areas that have the most influence over energy use: buildings, community, transportation, and government. The Energy Committee has recommended multiple projects in each area. Completing the projects will lead to energy savings and an improved quality of life for all residents of Essex through financial savings and less pollution.

Buildings

The building inventory in Essex includes government buildings, residences, and commercial structures. Town-owned structures range from the new, energy efficient Essex Police Station to historic, inefficient buildings such as Memorial Hall. With a goal of saving tax dollars by improving energy efficiency of Town-owned structures, the Town should conduct an overall energy assessment and retrofit plan for all municipally-owned properties.

Residential energy costs are often overlooked due to the current low cost of natural gas and the stable cost of electricity. Residential incentives, improvements in zoning regulations, and energy education should be at the forefront of ~~residential~~ energy planning in Essex. Through regulations

and incentives, the Town should also encourage commercial property owners to invest in energy conservation measures, rather than letting heating, cooling, and lighting costs fall to tenants. The state has [Residential Building Energy Standards](#) and [Commercial Building Energy Standards](#) that establish a minimum level of energy efficiency in new and renovated buildings. The Town should investigate incentives to encourage builders to exceed the basic energy standards by a minimum of 10%.



Community

Essex residents can improve energy use and improve the community by taking steps to reduce dependence on fossil fuels, supporting the Locavore farm-to-table movement, and installing forest management plans for relevant properties. Additionally, Essex should revisit the concept of a community net metering solar array by conducting an engineering study looking at Town owned land and work with Essex's existing Solar Net Metering Partner to increase its solar capacity~~community net metering solar array by conducting an engineering study for the former town dump located near the intersection of VT Route 2A and VT Route 289.~~ Essex should also be evaluating achievement of net-zero or a suitable standard for its new municipal building being planned for property near Butlers' Corners. The Town may also have an opportunity to lease land off of Old Stage Road for utility scale solar development, a project that could have both beneficial financial consequences for the Town, as well as substantially advancing progress towards the 90% by 2050 goals.

Transportation

Promoting compact development, providing more options for walking, biking, and public transit, and encouraging more effective use of automobiles can reduce energy use in the transportation sector. Essex should also explore regulatory changes to facilitate the installation of electric vehicle charging stations as part of development review. [Drive Electric Vermont](#) has information on the use of electric cars. Essex may also have an opportunity to look at a trolley connection off of Old Colchester Road – this should be explored as a potential new mode of transportation for the Town.

Government

As the primary source of regulation and enforcement in Essex, as well as a source of guidance for the community, the Town government can champion energy reform and efficiency. In recent years, the Town has upgraded lighting to LED in the municipal office building, the Essex Free Library, all

of the public works buildings and fire department building. Essex needs to prepare for energy-related issues beyond its control. As the Town and state take steps to improve efficiency, reduce consumption, and incorporate more renewable energy into the mix, large-scale renewable energy sites such as solar farms may wish to locate in Essex. Though the community could take pride in locally-produced, renewable energy, other Vermont towns can attest to the controversy that can arise when wind turbines are placed atop ridgelines or solar arrays fill previously undeveloped fields.

The [Vermont Public Utility Commission](#), rather than the Town of Essex, issues permits for electric transmission and electric generation facilities. As a result, energy projects can easily bypass local regulations. The Town must work to identify areas where it wants large-scale energy projects to locate, as well as the areas that should be off-limits to such projects. Some siting standards appear in the Aesthetic Resources section of Chapter 3; the Town ~~should~~may wish to work to incorporate ~~more comprehensive~~these siting standards into a Town-based enhanced energy plan (developed in coordination with the Chittenden County Regional Planning Commission)~~the next version of the Town Plan~~, as the Public Utility Commission and Act 250 will look to comprehensive plans for some guidance.

[Another important effort the Town can take towards addressing climate change is to be conscious in purchasing decisions for replacement of the light duty vehicle fleet and tools with electric wherever possible, and to at least evaluate whether larger electric vehicles as to their feasibility. Given the Town's annual expenditure on gasoline, this effort poses the potential to reduce the Town's costs, while also helping to achieve the goals set forth in the Global Warming Solutions Act. A further step to help with Essex's overall carbon / GHG footprint would involve consolidating multiple functions into a single building. As with replacing vehicles and tools with electric versions, building consolidation promises benefits for energy efficiency, reduced costs, and overall improvement in Essex's environment.]

Many of the energy goals referenced in this section of the plan will be developed as part of creating an Enhanced Energy Plan in coordination with the Chittenden County Regional Planning Commission. Further development and refinement of these goals will benefit from hiring an Energy Coordinator as stated above, especially given the coordination required among multiple levels of government, community institutions, and residents to make a meaningful impact in this important area.

Flood Resilience

Essex and the rest of Vermont have learned in recent years just how much devastation floods can cause. When Tropical Storm Irene in 2011 and the storms of July and August 2022 hit, massive amounts of rain inundated the state's rivers and streams, flooding downtowns and washing out roads and bridges. Fortunately for Essex, the storms had minimal impact in the town. Other storms, however, showed that Essex is not immune to flooding. Rainstorms in May 2013, for instance, washed out parts of VT Route 15 and Weed Road. With several significant rivers and brooks and numerous smaller streams flowing through town, Essex needs to be ready for future floods.

To reduce the risk of flood damage to infrastructure and improved property, Essex needs to avoid new development in floodplains, river corridors, land adjacent to streams, wetlands, and upland forests, all of which can absorb storm water and reduce flood damage. Those areas need to be protected and, when necessary, restored. Wherever new development does occur, it cannot exacerbate flooding or fluvial erosion. Flood and fluvial erosion hazard areas, as well as areas to be protected, appear on the adjoining maps.

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS THAT INDIAN BROOK PROPERTIES LLP, a Vermont Limited Liability Partnership with its principal office in Essex, County of Chittenden, and State of Vermont, (hereinafter referred to as Grantor) in the consideration of Ten and No/100 Dollars (\$10.00) paid to its satisfaction by the **TOWN OF ESSEX**, a municipality located in Essex, County of Chittenden and State of Vermont, (hereinafter referred to as Grantee), by these presents does freely **GIVE, GRANT, SELL, CONVEY AND CONFIRM** unto the said Grantee the **TOWN OF ESSEX**, and the Grantee's successors and assigns forever, a certain piece of land in Essex, County of Chittenden and State of Vermont, described as follows, viz:

Being a 164 acre, more or less, parcel, with all improvements thereon, depicted as Lot 9 on that plat entitled "Indian Brook Properties, LLP – Overall Property Plat" prepared by Lamoureux & Dickinson Consulting Engineers, Inc., dated July 1, 2015, last revised March 23, 2017 and recorded November 6, 2017 in the Town of Essex Land Records at Map Slide 505E, and as further depicted in part on that plat entitled "Indian Brook Properties, LLP – New Lots 1 – 5 Plat & Bigelow Boundary Line Adjustment" prepared by Lamoureux & Dickinson Consulting Engineers, Inc., dated July 1, 2015, last revised March 23, 2017 and recorded November 6, 2017 in the Town of Essex Land Records at Map Slide 505F.

Being a portion of the same lands and premises conveyed to Indian Brook Properties LLP by Corrective Quitclaim Deed of Indian Brook Properties, a Vermont partnership, dated November 25, 2013 and recorded in Volume 910 at Page 697 of the Town of Essex Land Records. The Corrective Deed was to correct the name of the Grantee from the Warranty Deed to Indian Brook Properties, a Vermont partnership, from Raymond R. Unsworth and Norma C. Unsworth, dated November 23, 1988 and recorded on November 28, 1988 in Book 237, Pages 310-311 of the Town of Essex Land Records.

Said property is further described as, "Being all and the same lands and premises conveyed to Raymond R. Unsworth and Norma C. Unsworth by a Warranty Deed of Walden Woods, Inc., dated November 23, 1988 and of record in Volume 237 at Page 282 of the Town of Essex Land Records. Said property is more particularly described as follows:

"Being part of the same lands and premises conveyed to Walden Woods, Inc., by a Warranty Deed of Essex Land and Development Corporation dated December 5, 1966 and of record in Volume 74 page 162 of the Town of Essex Land Records."

As the purpose of this conveyance is to provide the Town of Essex with land for recreational purposes, said Property is subject to the following covenants that shall run with the land and otherwise encumber the Property:

1. No buildings, structures or infrastructure (*e.g.*, telecommunication towers, solar farms, *etc.*) that are not directly related to a recreational purpose shall be constructed on the Property; and
2. Regardless of any future changes to the zoning regulations of the Town of Essex, Vermont,

no further subdivision of the Property shall be allowed.

Said Property is burdened by that easement for ingress, egress, and utility access to benefit Lots 4 and 5 depicted on that plat entitled "Indian Brook Properties, LLP – New Lots 1-5 Plat & Bigelow Boundary Line Adjustment" prepared by Lamoureux & Dickinson Consulting Engineers, Inc., dated July 1, 2015, last revised March 23, 2017 and recorded November 6, 2017 in the Town of Essex Land Records at Map Slide 505F. Said easement shall include the right to access Lot 9 to maintain, repair, replace, and test as necessary the utilities. Where such maintenance, repair, replacement, or testing disturbs the surface appearance of Lot 9, the owner of Lots 4 and 5 shall return the surface appearance to its pre-work appearance in a timely fashion at its own expense.

Said Property is subject to the terms and conditions of State of Vermont Land Use Permit #4C1289-R, dated November 1, 2017 and of recorded in Volume 990 at Page 155 of the Town of Essex Land Records.

Said Property is subject to the terms and conditions of State of Vermont Agency of Natural Resources Individual Wetland Permit #2015-324, dated December 1, 2015 and of record in Volume ____ at Page ____ of the Town of Essex Land Records. The specific location of the wetlands protected by this permit is depicted on that site plan entitled "Indian Brook Properties, LLP Proposed 10-Lot Conventional Subdivision, 9 Indian Brook Road, Essex, Vermont", prepared by Lamoureux & Dickinson Consulting Engineers, Inc., dated July 1, 2015, last revised October 16, 2015 and recorded _____, 2017 in the Town of Essex Land Records at Map Slide ____.

Said Property is subject to that stormwater conservation easement over a 14.9 acre, more or less, portion of the Property as depicted on that plat entitled "Indian Brook Properties, LLP – Overall Property Plat" prepared by Lamoureux & Dickinson Consulting Engineers, Inc., dated July 1, 2015, last revised March 23, 2017 and recorded November 6, 2017 in the Town of Essex Land Records at Map Slide 505E. Said easement is reserved by and for the benefit of Grantor and its successors and assigns, which requires Grantee to keep the portion of this Property subject to the easement in its natural state. To wit:

- (a) There shall be no construction or placing of any buildings, temporary or permanent on that property protected under this easement.
- (b) There shall be no filling, mass excavating, mining or drilling, removal of topsoil, sand, gravel, rock, minerals or other materials, nor any building of roads, or change in the topography of the land of more than 12" in height, in any manner.
- (c) There shall be no dumping of ashes, trash, garbage or other unsightly or offensive material, and no changing of the topography through the placing of soil or other substance of materials such as landfill.
- (d) There shall be no activities or uses on the property which shall be detrimental or could be detrimental to drainage, flood control, water conservation, fish and wildlife.
- (e) The property protected under this easement shall be maintained in its natural state, in which no cutting, clearing, mowing, vehicle operation, grazing of animals, or other disturbance to the land is allowed.

Said Property is further subject to the terms and conditions of State of Vermont Stormwater Discharge Permit #7475-INDS, dated March 22, 2017 and of record in Volume 973 at Page 763 of

the Town of Essex Land Records.

Said Property is further subject to those requirements and conditions set forth in the Town of Essex Planning Commission Approval of Final Plan Amendment for Subdivision Permit #PC-2017-17, dated March 9, 2017 and of record in Volume 973 at Page 430 of the Town of Essex Land Records.

Reference is hereby made to the above instruments and to their records, and to all deeds and records therein referred with all the privileges and appurtenances thereto, in further aid of this description.

TO HAVE AND TO HOLD said granted premises, with all the privileges and appurtenances thereof, to the said **TOWN OF ESSEX**, and the Grantee's successors and assigns, to their own use and behoof forever; and the said Grantor, for the Grantor and its successors and assigns, does covenant with the said Grantee, and the Grantee's successors and assigns, that until the ensealing of these presents the Grantor is the sole owner of the premises, and has good right and title to convey the same in manner aforesaid, that they are **FREE FROM EVERY ENCUMBRANCE**; except easements and rights of way of record, and the Grantor is hereby engaged to **WARRANT AND DEFEND** the same against all lawful claims whatsoever, except as aforesaid.

IN WITNESS WHEREOF, the Grantor sets its hands and seals this 4th day of April, 2019.


INDIAN BROOK PROPERTIES LLP, by
Karen Unsworth, Authorized Agent

STATE OF VERMONT)
COUNTY OF CHITTENDEN)

At Essex this 4 day of April, 2019, Karen Unsworth, Authorized Agent for **INDIAN BROOK PROPERTIES LLP**, personally appeared and she acknowledged the foregoing instrument by her sealed and subscribed, to be her own free act and deed and the free act and deed of **INDIAN BROOK PROPERTIES LLP**.

Before me 
Notary Public
My Commission Expires: 01/31/2021

