



NORTHFIELD RIDGE + RIVER ROUTES MASTER PLAN

PROPOSAL FOR
PROFESSIONAL PLANNING +
ENGINEERING SERVICES



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July 29, 2019

Daniel Currier, Program Manager and Selection Committee
Central Vermont Regional Planning Commission
29 Main Street, Suite 4
Montpelier, Vermont 05602

Dear Daniel and Selection Committee,

On behalf of Stantec, Watershed Consulting, and Camoin Associates, SE Group is pleased to submit this proposal for the Northfield Ridge + River Routes Master Plan. As described in much more detail within the body of this document, the SE Group-led team has the depth of experience and perspective that can help this plan do what we believe is its most important task—connect Northfield together.

SE Group has successfully led three Better Connections projects in the past five years. In each instance (Mad River Valley, Chester, and Enosburgh Falls), the work we helped those communities complete was founded on a solid understanding of existing conditions, explored a range of opportunities that were supportive of a community vision, and focused on identifying implementable projects that advanced the work. In all three communities progress has been made and actions continue. We would strive to see the Ridge + River project have a similar result. The accompanying qualifications material is provided to help you better understand how we work and reflects some of our local and national experiences.

In approaching this project, we knew we needed the right team. Stantec has worked extensively throughout the region on transportation and infrastructure projects. It's deep bench of expertise is often invaluable as we evaluate options and explore potential outcomes. We are currently partnering with them on projects in Burlington, Montpelier, and the Addison County Triangle Loop project. Watershed Consulting has worked with Northfield in the past on greening its stormwater infrastructure. They also partnered with SE Group on the Central Vermont Stormwater Management Plan. Watershed Consulting brings its extensive portfolio of stormwater planning projects to this effort. And finally, Camoin brings recent perspective on the economics of trails to the team through their efforts on behalf of the Vermont Trails and Greenway Council to study the fiscal and economic impacts of trails. The project team will apply that perspective here, allow the work for this project to have a benchmark of comparison.

The workplan that the Request for Proposal (RFP) outlines is a good one. As explained in more detail in the proposal, we have largely followed it, but have made a few minor adjustments to assure that public input comes when it is most beneficial. We propose a robust public process with outreach that includes a website (Storybook), stakeholder summits, events, committee check-ins, and public events. SE Group always values community input and our demonstrated track record of projects is a testament to that.

We welcome an opportunity to review this scope with you and the selection committee. We see a project such as this a partnership and would work closely with the RPC and the Committee to assure that the efforts follow the plan and that the plan achieves the goals. If you have any questions or need additional information, please do not hesitate to contact us.

Respectfully submitted,
SE Group

A handwritten signature in black ink, appearing to read "Mark Kane", written over a light blue rectangular background.

Mark Kane
Director of Community Planning + Design

Introduction

The SE Group team, which includes Stantec, Watershed Consultants, and Camoin Associates, is well poised to assist the Town of Northfield with the development of the Northfield and River Routes Master Plan.

SE GROUP

SE Group's Community Planning and Design team works with communities to envision and articulate their essence, thereby unlocking potential and maximizing opportunities. Our work includes:

- Site and Land Use Planning
- Environmental Planning
- Project Management
- Community Engagement & Visioning
- Landscape Architecture
- Connectivity and Transportation Planning

SE Group's Community Planning and Design team benefits from over 60 years of company experience working in places—including many right here in the Northeast—where “quality of life” is often the defining community objective. Our company focus is in communities influenced by a strong commitment to sustaining the natural environment, that are shaped by visitation and tourism, that promote and encourage access to the outdoors, and that value planning to establish a strong economic framework for the future. Through the years, we've become leading experts in working with communities in fragile environments where short-term choices have profound long-term effects.

Our experience has taught us that:

Great communities know who they are. They have a vibe and character that defines why people live there. Their uniqueness and authenticity are essential to their being. We know that great long-term plans are built by embracing what brings a community together.

Just as no two communities are alike, no two community planning projects are alike. We listen and work closely with clients to tailor the approach that makes the best sense for their community, customizing our processes, and public engagement efforts, accordingly.

The best processes balance the interests of people, property, place and profitability. Doing this takes engaged listening, experience, and a highly thoughtful approach that examines multiple scales of decision-making: long- and short-term, fine and large grain, etc.

Planning and Design is about pragmatism wrapped around a clear vision. We work with communities to develop and communicate that vision in a clear, inspiring way. Inspiring graphics, clear maps, succinct policies, and easy-to-use documents are hallmarks of SE Group's work.

We've done this recently for:

- City of Burlington, Vermont
- Town of Enosburg Falls, Vermont
- City of Lebanon, New Hampshire
- The Mad River Valley, Vermont
- Town of Essex, Vermont
- City of South Burlington, Vermont
- City of Cañon City, Colorado
- Town of Chester, Vermont

The value of our experience goes far beyond the know-how we've gained from thousands of projects. The real value is the wisdom that comes with it, and our proven ability to find the opportunities in rapid and continuous change. We bring that experience to our clients, and to each and every project.

STANTEC

Stantec has been in the business of building Vermont communities for more than 50 years. Stantec team members are intimately familiar with unique challenges associated with developing transportation projects in the New England region. With a long-term commitment to the people and places they serve, Stantec team members connect to projects on a personal level and strive to advance the quality of life in every community.

Stantec considers the needs of all roadway users to create sustainable transportation plans that support healthy lifestyles and economic development. Their work begins at the intersection of community, creativity, and client relationships—approaching each project with their signifying philosophy “We Design With Community In Mind.”

Stantec will be responsible for the transportation and infrastructure component of this project. Stantec has more than 50 engineers, planners, and scientists in its South Burlington, Vermont office servicing municipalities across the state. Stantec’s depth of experience in developing physical improvements that connect people to place will greatly benefit the team.

WATERSHED CONSULTING ASSOCIATES, LLC

Watershed Consulting Associates, LLC (Watershed) is a Burlington, Vermont-based environmental consulting firm specializing in stormwater management. Watershed consists of a team of hydrologists, engineers, and water quality specialists that together have led efforts to integrate green stormwater infrastructure (GSI) in Vermont communities for aesthetic improvement, combined sewer overflow mitigation, groundwater recharge, water quality treatment, and peak flow/flood mitigation. Watershed has worked with a wide range of communities across the State and has developed unique tools to assess, prioritize, and implement innovative stormwater solutions in highly constrained and challenging conditions. Included in our solution toolkit is the understanding of public-private partnerships and specifically how to leverage these relationships to make complex projects a reality. In addition, our close partnerships with the State DEC, municipalities, and private owners places us in a unique position to anticipate and deliver solutions that benefit the greater community.

CAMOIN ASSOCIATES

Camoin Associates (Camoin) was founded by Robert Camoin in 1999 with a commitment to improve the economic well-being of communities. Along the way, Camoin has completed over 1,000 assignments in 40 states, and has helped advance prosperity for entrepreneurs, small businesses, multi-national corporations, rural villages, cities, counties, and metropolitan regions. Today, they are 13 highly skilled professionals who work diligently to analyze and understand data, build consensus, and creatively manage complex situations.

Camoin finds simple and elegant solutions amidst complex realities. They know how to step into your position to profoundly understand your challenges before stepping back to assimilate a broad perspective. In the process, Camoin becomes your trusted adviser as they work together to answer perplexing questions and break through the obstacles that stand in your way.

Camoin works with public officials to create and implement strategies and actions that improve the quality of life for communities and we help business leaders and not-for-profit executives deal with tough issues. Simply stated, Camoin stimulates investment.

Project Approach

The general approach our team has chosen for this project closely mirrors what was provided in the Request for Proposal (RFP). On an overall basis, the approach we are taking relies on an active and robust engagement process, coupled with inventive and creative idea generation. We propose:

- A planning process that balances connectivity objectives, identified resources constraints, and core community issues,
- An economic analysis that balances qualitative and quantitative inputs, and
- A stormwater planning analysis that balances broad strategies and more detailed actions.

We have made a few slight modifications to the workplan to help streamline the public input to assure that it comes at the right time when it can be of the most benefit to the overall effort. The most “substantive” proposed change is the refinement of Tasks 2 and 3. As stated in the RFP, those two tasks essentially merged the collection of base information with the development of alternative routing studies. Based on our experience, we propose to combine much of the “data gathering” together as Task 2 and keep Task 3 focused on the development of alternatives. This allows the trail and connectivity data gathering to happen earlier in the process when weather is better and existing usage is likely higher. As our scope of work describes, the team’s overall commitment to a robust and effective public engagement process remains undiminished.

Tasks 6, 7, and 8 are expected to run concurrently with other task elements. This allows guidance and insight on infrastructure, economics, and the stormwater planning efforts to be better integrated into the consideration of alternatives and to inform the guidebook (i.e., resource guide).

The workplan as detailed follows the nine (9) tasks described in the RFP. Within each task, various team members will be engaged to support the components of the work. At its core, this project is about connectivity—connecting residents with the outdoors, connecting visitors to area businesses, and connecting infrastructure improvements with stormwater management.

As noted in the RFP, regular communications with the Project Coordinator and Committee is important. While the requested monthly meetings are important, we also recognize that aligning process with budgets sometimes requires adjustments. We propose conducting monthly teleconference calls with the Committee to review progress. In addition, and concurrently with other public events, meetings with the Committee can be facilitated. Several tasks identify specific Committee interactions. The project schedule summarizes the regular and structured interactions.

TEAM STRENGTHS + APPROACH

| | |
|--|---|
| VISION | <i>Seeking broad public input on where the community is, where it wants to go, and how best to get there</i> |
| INFRASTRUCTURE + TRANSPORTATION | <i>Defining current realities and establishing local priorities on future infrastructure development and connectivity</i> |
| STORMWATER | <i>Strengthening environmental stewardship, improving grant positioning, and elevating the value of public spaces for stormwater features</i> |
| ECONOMICS | <i>Clarifying current economic and market conditions and modeling future opportunities to support local vitality</i> |
| RECREATION | <i>Considering connectivity and open space as an extension of recreation; truly active transportation that serves locals and visitors</i> |

Scope of Work

TASK 1. PROJECT KICK-OFF

TASK OBJECTIVE: Task 1 will “kick-off” the project with the development of a definitive purpose and need statement, the identification of the study area, core project goals, key players, and an outline of the workplan and timeline. Branding ideas for the project, including logos and other materials, will be prepared and reviewed with the Project Coordinator. The Project’s Storybook website will also be developed during this task. All materials will be presented at a kick-off event, timed with a public event to maximize its effectiveness.

- * *Key Workplan Elements:* project objectives and goals statement, Storybook website launch, branding
- * *Key Deliverables:* meeting minutes, project workplan, branding materials, Storybook website
- * *Timeline:* mid-August

TASK 2. DATA GATHERING

TASK OBJECTIVE: Task 2 will start the process of gathering information and data to inform the Project work and subsequent development of alternatives. During this task, the team will review past studies and plans from the community, gather GIS data layers from local, regional and state resources, conduct a site visit and document existing conditions, and build a set of GIS maps suitable for further analysis work. Data to be collected will include relevant transportation layers, route logs, crash data, land use, zoning, natural resources, historic/cultural, etc. Data collection to support the stormwater component of the Project will be coordinated during this task to assure alignment and consistency of approach.

Another important part of this task is gathering existing data on the use of existing trails. Working closely with the Project Coordinator, an intercept survey of pedestrians will be prepared and made available via a portable electronic tablet. Volunteer trail counters will be placed at key locations during peak times of use. This intercept survey, coupled with the installation of remote trail counters in up to three strategic locations, will help the Project Team better understand the current use of the existing trail/sidewalk systems.

A walking tour during a site visit will be conducted during this task help the Project Team better understand existing conditions and meet/greet the public. An important part of this review will be to identify gaps in existing connectivity. Key destinations and origins will be identified and incorporated into the analysis mapping.

The first of two community web surveys are planned during this task. The first web survey (*Community Survey #1*) will focus mostly on understanding existing community perspectives on connectivity. Understanding where residents see challenges to mobility, what type of connectivity is most valuable, where opportunities and challenges exist, etc. These are all questions that will inform the development of alternatives and ultimately the plan. To enhance the effectiveness of the survey, the Project Team will launch a Wikimap and/or heat map to allow residents to identify areas spatially. We have found this technique to be most effective at identifying problem areas.

A hallmark of our approach to this project is the development of the Storybook website and it is expected that all the mapping will need to dovetail and align with the web format to maximize its usefulness. Narrative summaries of the background materials will also be prepared, shared with the Project Coordinator and others for review, and ultimately launched via the Storybook website for public consideration. Trail counting information will be processed and mapped relevant to other data layers to better understand existing patterns of mobility within the community.

The Community Survey #1 and Wikimap will be launched via the Storybook website. The Project Team will work closely with the Project Coordinator and Committee to distribute and raise awareness of the survey and mapping information.

- * *Key Workplan Elements:* GIS data gathering and mapping, plan review and documentation, trail survey, Community Survey #1, Wikimap, Storybook website updates
- * *Key Deliverables:* mapping products, summary of past studies, trail counting and intercept survey summary, Community Survey #1, WikiMap results, Storybook updates
- * *Timeline:* mid-August to October

TASK 3: DEVELOPING INITIAL ALTERNATIVES

TASK OBJECTIVE: Task 3 builds upon the work from Task 1 and 2 and culminate in the exploration of potential alternative routes. Working closely between the various team members, conceptual connectivity options will be developed that capture the initial public input from Task 2. Using a combination of mapping products with supportive analysis graphics, a set of alternative routing studies will be prepared.

For each alternative, team members will review critical infrastructure issues, resource issues, transportation challenges, potential economic value and benefit, alignment with past studies, land ownership, etc. Projections on use of future trail connections will be determined through a combination of qualitative and quantitative approaches factoring in gap/destination conditions, connection uniqueness, likely predominant travel modes, and comparable connections. Route study graphics will include summary tables highlighting key design metrics and how the route addresses constraints and achieves project objectives. The results of this work will be presented on the Storybook website.

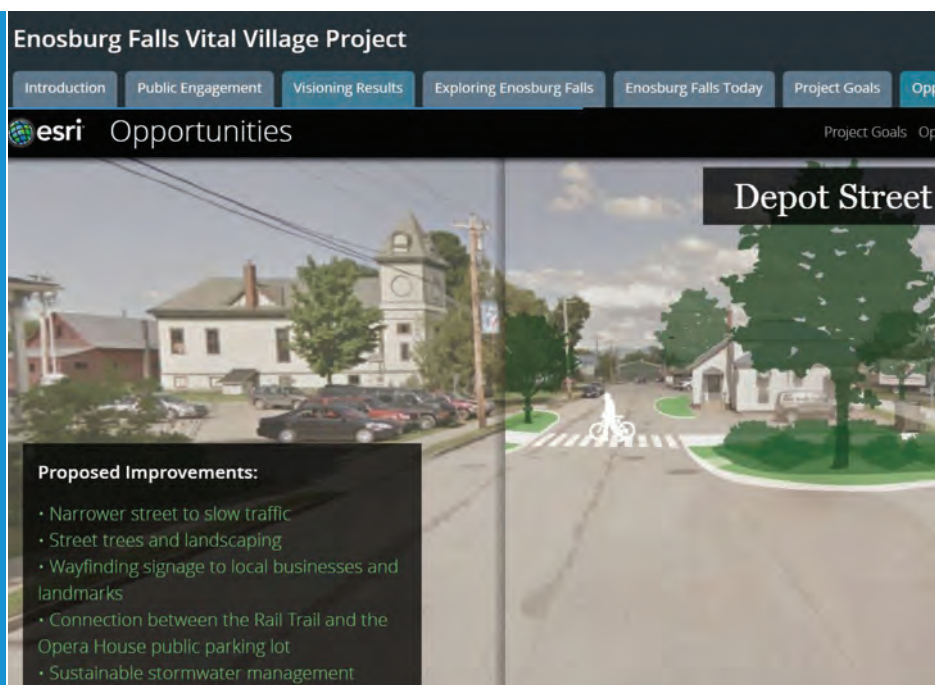
- * *Key Workplan Elements:* alternative routing studies showing enhanced connectivity within the community
- * *Key Deliverables:* routing study maps and graphics, summary tables, and analysis results
- * *Timeline:* mid-October to November

Project Storybook

An example of a project StoryBook is available at: www.enosburgvitalvillage.org

Be sure to check out the “Opportunities” tab in the top menu—the sliders showing before and after renderings of streetscape enhancements in the village center are just plain fun!

This exciting project is a current collaboration of SE Group and Stantec, and has just released the concept alternatives via a public workshop and the project StoryBook.



TASK 4: STAKEHOLDER ENGAGEMENT AND REFINEMENT OF ALTERNATIVES

TASK OBJECTIVE: The RFP placed a great deal of emphasis and value on engagement during the project. Engagement for a project such as this benefits from two types of outreach: focused outreach with specific stakeholder groups and more general outreach to the public. The objective for this task is to similarly two-fold—share the results of Tasks 1 through 3 with key stakeholders for constructive feedback while also gaining meaningful input from the general public on how the routes align with community goals and objectives.

Following initial feedback from the public, the alternatives will be refined and finalized for additional inputs. Our approach to this effort is as follows:

Stakeholder Summits

In collaboration with the Project Coordinator and/or Committee, we propose to help facilitate two separate stakeholder summits during this task. The purpose of these summits are to bring together important stakeholder groups, include representatives from AOT, DEC, town officials, business groups, college representatives, recreation advocates, etc. Having “shared” conversations about the alternative routes is critical to assure that various perspectives are heard and considered. Each summit will have a slightly different focus.

- **Summit #1 – Connecting Ridge and River | Initial Alternatives:** The first stakeholder summit would focus on the review of the initial alternatives and analysis. The Project team will present the results of the analysis, including issues related to infrastructure (see Task 7), economics (see Task 6), and how stormwater planning ideas (see Task 8) align and support the connectivity objectives. The goal for the summit is to make sure stakeholders understand what has been considered and get technical feedback.
- **Summit #2 – Connecting Ridge and River | Preferred Alternatives:** The second stakeholder summit will be more focused on specific technical issues related to the preferred alternatives. We expect this summit would occur later in the task to allow the stakeholders time to review the routes and time for our team to prepare comments in response. We also expect this discussion to address public input received and how best to prioritize the selection of alternatives.

Using WikiMap

A Wikimap is an online editable map that allows users to provide location-specific comments, as well as draw trail lines and connections on a digital map similar to the Google Maps interface.

WikiMaps allows respondents to identify important connections, intersection improvements, and other ideas that key to specific locations within the project area.

WikiMaps could also be used to communicate ideas for wayfinding—where signs might be placed and what information should they convey.



Public Outreach

Rather than rely on more “traditional” presentation events, the RFP’s strategy for engaging the public centers on “going to the people” is an excellent idea. For stakeholder engagement, we see two basic windows for public input—one to seek input on the characterization of existing conditions and the initial alternatives, and a second to seek concurrence on the best approach to move forward with via the preferred alternative. These two “Event Sets” are described below.

- *Event Set “A” | Connectivity Today + Options for Tomorrow:* Working in support of the Project Coordinator and Committee, the Project team will assist with outreach events during this task to get feedback. The purpose of this first set of events is to better understand existing connectivity challenges and share the results of the initial routing studies. We propose developing materials suitable for open-house format events. A series of informational boards will be prepared that explain the project and guides the public through the work. This material would match up with the content on the Storybook website. The RFP documented a series of potential events. Given timing and budgeting constraints, it will be important at the onset of the project to clearly define the events that are most beneficial to providing input. Up to three (3) events attended by members of the Project team are anticipated during this event set, with a primary public event anticipated at the “Night on the Common”. The Project Team will support the Project Coordinator/Committee with materials for additional outreach if needed.
- *Event Set “B” | Northfields Connectivity Strategy:* This second set of public engagement events are intended to get input on the preferred alternative. Using a more informal approach (i.e. tabling at local events), the purpose of these outreach events will be to get direct public feedback on the alternatives considered. Project team attendance at up to three (3) public events during this set are budgeted. The Project team will support the Project Coordinator/Committee with materials for additional outreach if needed.

In addition to this engagement, the Project Team proposes to update the Storybook Map site with the initial and preferred alternative concepts and enable “polling” questions to get feedback. This second community survey will help evaluate how well the alternatives capture community input and broaden the possible audience.

- * *Key Workplan Elements:* Preparation of Materials for Meetings, Refinement of Alternative Plans and Development of Supportive Graphics (trail typologies, route maps, wayfinding ideas, gateway elements), Community Survey #2 materials
- * *Key Deliverables:* Meeting boards and supportive materials, updated routing studies and supportive analyses, updated materials via Storybook website and survey results, technical review summary and responses to comments
- * *Timeline:* December to June



TASK 5: DEVELOP PROJECT GUIDEBOOK

TASK OBJECTIVES: Task 5 will take the preferred solutions explored and discussed in Task 4 and move them forward into a more “guidebook” format, which will be a set of graphic and narrative elements that map out how each solution can work, how it aligns with local goals and objectives, how it aligns with available funding sources, and how it might be phased. Of importance in this task is bringing together the efforts of all team members to make sure the guidebook captures the nuances of the planning and connectivity design work, the potential infrastructure and implementation (permitting, AOT issues, land ownership, natural resources) challenges, the potential economic benefits, and the exploration of stormwater management improvements. As noted in the RFP, the stormwater separation along Main Street will be an important part of Task 8, but its intersection with the connectivity elements will be captured in the guidebook. This helps establish a nexus between stormwater management projects and active transportation improvements—a link that can materially help elevate grant and funding opportunities. The goal for the guidebook is to make it both functional and practical, but comprehensive. Breaking larger projects down into constituent parts will be one strategy to help the Northfield community prioritize efforts and support building of momentum. Identification of “quick-build” ideas will also be included in this work, consistent with our previous experience under Better Connections projects.

- * *Key Workplan Elements:* Guidebook development and meetings/telephone conference calls with the Committee to review, update to Storybook on Guidebook elements
- * *Key Deliverables:* Draft and Final Guidebook, Storybook website update
- * *Timeline:* March to June

Engagement Throughout

- ❖ **PROGRESS MEETINGS WITH CLIENT**
Regular interactions with the Project Coordinator/Committee and Project Team throughout the process are planned. We propose monthly check-in calls to review results from meetings, discuss next steps, review ideas and plans, and fine tune the community engagement elements for maximum impact.
- ❖ **A BROAD SPECTRUM OF COMMUNITY EVENTS**
We are proposing two “Event Sets” during the project where the Project Team would directly attend local events to both listen and seek perspective. We will also support the Project Committee in other events by providing outreach materials, visual aids and advertising.
- ❖ **EXTENSIVE STAKEHOLDER ENGAGEMENT**
Key stakeholders will be engaged early in the process and asked to be a part of each summit, helping provide their perspectives to the work and acting as a resource to identifying action steps. Two (2) specific stakeholder summit meetings are planned. Additional meetings and interactions are planned related to the stormwater planning efforts.
- ❖ **USE OF PROJECT WEBSITE (STORYBOOK)**
SE Group will provide a quick and easy-to-use Storybook website for the project’s materials to help members of the community remain as connected as possible. This technology will help maintain communication of the project throughout the process and provide a companion website to the final plan document.
- ❖ **WEB SURVEYS AND POLLS**
A community survey early in the process to provide solid foundation for the vision process. A WikiMap platform will be used to gathering spatial information relative to the plan. An additional survey is planned to get community input related to potential alternative routes.

TASK 6: ECONOMIC ANALYSIS

TASK OBJECTIVE: Being able to measure and demonstrate the economic and fiscal impacts of the Northfield trail connectors is critical to being able to attract funding and get community support for the project. Using estimates around average numbers of users per year and leveraging trail counting done early in the project, where users are coming from, and spending habits of local and non-local users, the team will quantify the economic benefits of the new connection investments. Where available, we will use assumptions for the analysis based on data from the Northfield region or other local/regional data sources, and as necessary we will develop assumptions using other state and national studies. All assumptions will be reviewed by the client in advance of running the analysis.

The analysis will calculate the direct and indirect jobs, earnings, and sales that will be created for local residents and businesses as a result of the investment in trail infrastructure. Beyond benefits to the local private economy, the team will measure how the spending will result in additional fiscal revenue for the local jurisdictions in the form of taxes and fees. The information can be used to demonstrate to funders why their investment will have a ripple effect throughout the economy and will have other indirect impacts. The data will be provided in report format as well as in a high-impact, easy to understand, professionally designed infographic that can be circulated to the community and investors.

Materials collected and evaluated during this task will also be summarized on the Storybook website for public consideration.

- * *Key Workplan Elements:* Economic Analysis
- * *Key Deliverables:* Draft and Final economic analysis modeling incorporated into alternative evaluation summaries and guidebook (see Tasks 3, 4 and 5)
- * *Timeline:* October to June (runs concurrently with Tasks 2-5)

TASK 7: INFRASTRUCTURE ANALYSIS

TASK OBJECTIVE: In addition to review and analysis of existing sidewalk, trail and roadway infrastructure completed during Task 2, the Project Team will also complete an analysis of the potential benefits and costs associated with converting sections of VT 12 in Northfield Falls from a State to a Class 1 Town Highway. This analysis will consider both the current guidance from AOT on conversion and associated costs, along with inputs from public work and VTrans. As a part of the work, the Project Team will consider potential alternative sections based on inputs.

- * *Key Workplan Elements:* Conversion Analysis – State to Class 1 Town Highway
- * *Key Deliverables:* Conversion analysis matrix and associated map documenting section of VT 12 for conversion to C1T
- * *Timeline:* October to June (runs concurrently with Tasks 2-5)

TASK 8: STORMWATER PLANNING

TASK OBJECTIVE: Using the Main Street Stormwater Separation Report (DG, 1-28-19) as a guide, The Project Team will work to refine stormwater treatment practices concepts identified along Hyland Avenue, Slate Avenue, Byam Hill, and Prospect Street. We will look to apply strategies that have been successful other constrained downtown areas such as planters, dry wells, Silva cells, and other infiltration-based practices while also being mindful of potential impacts to existing building foundations.

Ground Assessment

Along with representatives from the Town and CVRPC, Watershed will visit the site and complete an on the ground assessment to refine project locations by considering utility conflicts and potential impacts to traffic and parking along with building foundations.

Stormwater Practice Guide

After refinement by desktop and field methods, Watershed will work with SE Group to prepare a colorized layout of the proposed practices. This layout will be presented to the Northfield Project Committee during a planned meeting prior to advancing the concepts to design.

Site Screening and Testing

Following the presentation of the treatment system concept Watershed will move to complete soil testing via boring or open excavation. Prior to scheduling the work, we will reach out to any impacted landowners and schedule communication meetings as needed to explain the project and the potential impacts. Watershed will characterize soil conditions and if suitable for infiltration will complete infiltration testing per Vermont Stormwater Manual Standards. Sites will also be screened for potential contamination issues and also impacts to adjacent properties by reviewing the ANR Atlas and observing building conditions and locations in the field. A hydrologic and hydraulic model and a water quality model we be prepared to predict the volume and phosphorus reductions that will be achieved through implementation.

Additional Data Collection

Based on the design process, the collection of additional field information including additional topography, utility definition, curb lines, or parking traffic circulation may be needed. The Project team has allocated some budget resources for this purpose.

Sketch and 60% Design Plans

Sketch level concepts layouts for plans and details will be established and refined to 60% level designs for the practices. These plans and details will be presented to the Northfield Project Committee for feedback and will incorporate any design adjustments.

Work elements will be added to the Storybook website as available.

- * *Key Workplan Elements:* ground assessment work, proposed practice guide, site screening analysis, soil testing, stormwater practices design plans and details
- * *Key Deliverables:* assessment summary, screening summary, practices guide, design plans and details (60%)
- * *Timeline:* October to June (runs concurrently with Tasks 2-5)

TASK 9: REPORTING

TASK OBJECTIVE: Task 9 essentially wraps up the project and includes the development of a draft and final report document. As a part of our proposed workplan, the Storybook website is designed to help mimic the content for the final report. In this way, the Project is building the report as we go. This helps assure that the Project Coordinator and Committee are onboard throughout the process and that the public has seen the work as it is developed. We propose to have a working draft review session with the Committee during this task and end the work with a public presentation. The document is expected to be graphic-rich and focused heavily on the Guidebook. The Storybook website will also be updated and kept active for one year following the completion of the project.

- * *Key Workplan Elements:* Plan drafting, review, finalization and presentation
- * *Key Deliverables:* draft and final Plan documents, final Storybook updates
- * *Timeline:* June to September

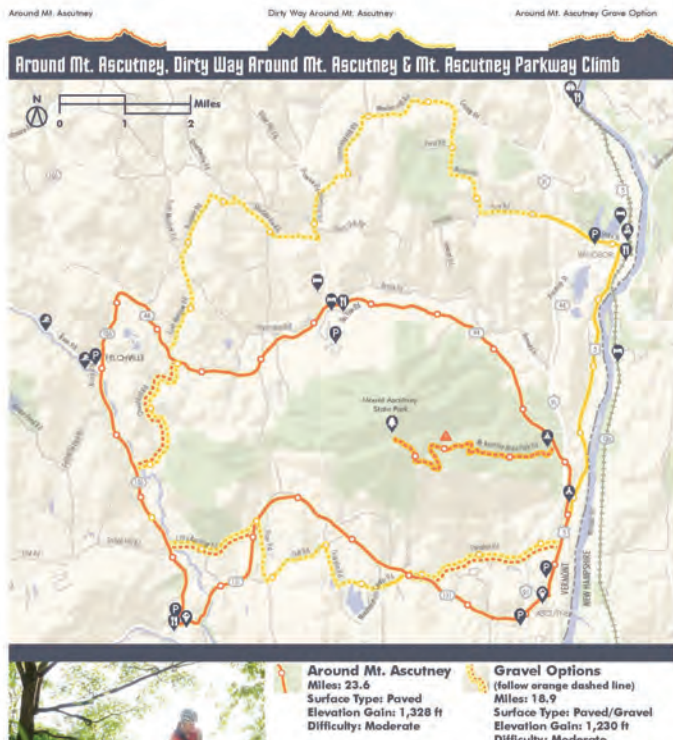
Visual Communication

Creative communication of plan development and implementation is a key component and strength of any SE Group project. Clear visual graphics are essential to making plans easier to understand and use on a day-to-day basis. Whether 3D visualization, GIS mapping or graphic layouts, our team utilizes a variety of tools to help communicate complex ideas in ways that are clear and engaging. The following are examples of visual communication graphics that have been created and used for mapping, public engagement, concept development, and inclusion into final plan documents.

WAYFINDING AND BRANDING



TRAIL DESIGN, TYPOLOGY, AND MAPPING



Connecticut River Loop

| Legend | |
|--------|-----------------------|
| | Paved Road |
| | Gravel Road |
| | Paved Bike Route |
| | Gravel Bike Route |
| | Mile Marker |
| | Caution - Steep Grade |
| | Rail Road Crossing |
| | Parking |
| | Bike Shop |
| | Food |
| | Ice Cream |
| | Brewery/Tavern |
| | Swimming Hole |
| | Covered Bridge |

How To Use This Guide

The Southern Windsor County Regional Planning Commission is pleased to provide this guide to encourage residents and visitors to explore our region by bicycle. The guide provides both maps and narrative descriptions of 19 ideal cycling routes. All of the maps identify the towns and villages they pass through, so routes may be selected by location using the individual map pages or the area overview map. One might also utilize the "route profiles" found at the top of each map to select a ride based on their relative length and elevation changes. If the route profile looks flatter, the ride is flatter; if the profile has more peaks and valleys, the ride will have more elevation change.

Routes are identified by yellow or orange lines—solid lines denote paved routes while dashed lines denote unpaved routes. Each route passes through multiple towns and villages, and while they may be started anywhere along the route, likely parking areas are denoted with a parking icon. Open circles on the route lines signify mile markers—simply count the number of circles on the route between your current location and your destination to calculate distance. Bike shops, food, ice cream, breweries and taverns, swimming holes, and covered bridges are all identified on the maps with corresponding icons. Areas with potentially steep grades and rail road crossings are also identified on the maps.

Turn-by-turn cue sheets, GPS tracks, and digital routes via Strava®, Map My Ride®, and Ride with GPS® are available on our website at www.SWCRPC.org/BikeRoutes.

CREDITS

The Southern Windsor County Regional Planning Commission would like to thank all those involved with creating this guide, including our stakeholder group of area cyclists, our partners at the Chambers of Commerce, and our consultants (SE Group and Path Less Pedaled). We would also like to thank

ENGAGEMENT MATERIALS

Wayfinding Issues

Draw your ideas on the map & write in the boxes



Where are the problems navigating the trail or finding the correct route?

Where are there needs for more signage for parking and trail access?

What services or destinations are difficult to find from the trail?

Got Trails?

We need your input!

Estes Valley Recreation and Park District is developing a Trails Master Plan.

Check out the website for up-to-date information, upcoming meetings and more.

www.estesvalleytrails.com

Get Involved!

TOWN OF FRISCO
COLORADO



We need your input!

The Town of Frisco is developing a Trails Master Plan. Check out the website for up-to-date information, upcoming meetings, and more.

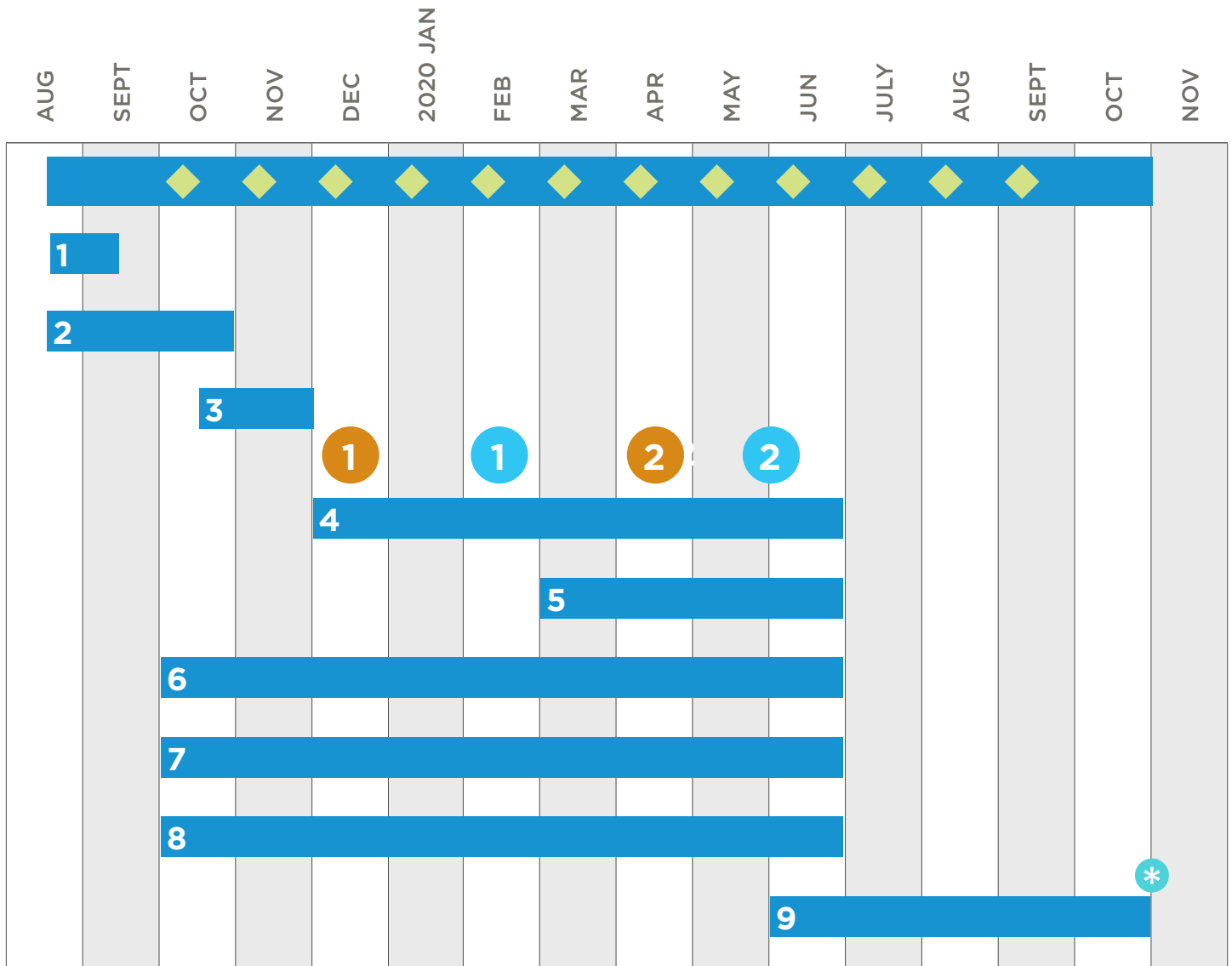
Cost Proposal

Based on the RFP and our proposed scope of work and approach, we anticipate a maximum budget amount of \$94,444 inclusive of all fees and expenses.

| TASK | SE GROUP | | | | | STANTEC | | | | WC | | | CA | FEE TOTAL |
|--------------------------------|---|-------|-------|------|------|--------------|-------|-------|-------|----------|-------|------|---------|-----------|
| | MK | GV | DB | LG | EW | GG/ JS/RB | SN | IM | GM | AT | KG | HM | RS | |
| | \$170 | \$115 | \$118 | \$85 | \$85 | \$170 | \$140 | \$150 | \$120 | \$160 | \$125 | \$90 | \$175 | |
| 1 | PROJECT KICK OFF | | | | | | | | | | | | | \$1,195 |
| | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | \$855 | | | | | \$340 | | | | \$0 | | | 0 | |
| 2 | DATA GATHERING | | | | | | | | | | | | | \$10,832 |
| | 1 | 8 | 4 | 40 | 48 | 7 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | |
| | \$9,042 | | | | | \$1,790 | | | | \$0 | | | 0 | |
| 3 | DEVELOPING INITIAL ALTERNATIVES | | | | | | | | | | | | | \$6,712 |
| | 2 | 12 | 4 | 16 | 24 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | \$5,592 | | | | | \$1,120 | | | | \$0 | | | 0 | |
| 4 | STAKEHOLDER ENGAGEMENT AND REFINEMENT OF ALTERNATIVES | | | | | | | | | | | | | \$18,516 |
| | 6 | 72 | 32 | 0 | 60 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | \$18,176 | | | | | \$340 | | | | \$0 | | | 0 | |
| 5 | DEVELOP PROJECT GUIDEBOOK | | | | | | | | | | | | | \$7,274 |
| | 3 | 12 | 8 | 16 | 28 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | \$6,574 | | | | | \$700 | | | | \$0 | | | 0 | |
| 6 | ECONOMIC ANALYSIS | | | | | | | | | | | | | \$8,430 |
| | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 40 | |
| | \$230 | | | | | \$1,200 | | | | \$0 | | | \$7,000 | |
| 7 | INFRASTRUCTURE ANALYSIS | | | | | | | | | | | | | \$1,370 |
| | 0 | 2 | 0 | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | |
| | \$230 | | | | | \$1,140 | | | | \$0 | | | 0 | |
| 8 | STORMWATER PLANNING | | | | | | | | | | | | | \$29,870 |
| | 0 | 2 | 0 | 60 | 0 | 16 | 0 | 32 | 20 | 42 | 56 | 10 | 0 | |
| | \$5,330 | | | | | \$9,920 | | | | \$14,620 | | | 0 | |
| 9 | REPORTING | | | | | | | | | | | | | \$5,712 |
| | 2 | 16 | 4 | 20 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | \$5,372 | | | | | \$340 | | | | \$0 | | | 0 | |
| LABOR | \$51,401 | | | | | \$16,890 | | | | \$14,620 | | | \$7,000 | \$89,911 |
| EXPENSES | \$873 | | | | | \$230 | | | | \$200 | | | \$230 | \$1,533 |
| SUBTOTAL | \$52,274 | | | | | \$17,120 | | | | \$14,820 | | | \$7,230 | \$91,444 |
| CONTINGENCY FOR FIELD SURVEY | | | | | | | | | | | | | | \$3,000 |
| TOTAL PROJECT COST OF SERVICES | | | | | | | | | | | | | | \$94,444 |

Proposed Schedule

The project schedule outlined below intends to provide a framework for the process and meet the desired deliverable date established in the RFP. The schedule is dependent on contract paperwork and start date and can be adjusted depending on the needs of the town. This project fits comfortably with the current workload of our project team and we will be responsive throughout the process.



KEY:



TASK DURATION



PROJECT MEETING OR VIDEO/CALL WITH PROJECT COORDINATOR AND/OR COMMITTEE



STAKEHOLDER SUMMITS












EVENT SETS



PRESENTATION

Project Team

| TEAM MEMBER | FIRM | ROLE | HOURLY RATE |
|---|---|--|-------------|
| Mark Kane, ASLA <i>Director, Community Planning + Design</i> |  | Principal In Charge | \$170 |
| Gabby Voeller, AICP <i>Associate Planner</i> |  | Public Engagement, Planning | \$115 |
| Drew Pollak-Bruce, CPRP <i>Associate Planner</i> |  | Public Engagement, Planning | \$118 |
| Liz Grades <i>Designer</i> |  | GIS, Mapping, Graphic Support | \$85 |
| Ellie Wachtel <i>Staff Planner</i> |  | Public Engagement, Planning Support | \$85 |
| Gregory Goyette, PE <i>Associate Engineer</i> |  | Engineering | \$170 |
| Jeff Sauser <i>Urban Planner</i> |  | Planning | \$170 |
| Richard Bryant <i>Associate Engineer</i> |  | Transportation Engineering | \$170 |
| Israel Maynard <i>Stormwater Engineer</i> |  | Stormwater Engineer | \$150 |
| Sean Neely <i>Transportation Engineer</i> |  | Transportation Engineering | \$140 |
| Geoff Merkle <i>Technician</i> |  | GIS | \$120 |
| Andres Torrizo <i>Principal Hydrologist</i> |  | Principal Hydrologist | \$160 |
| Kerri Garvey <i>GIS Manager</i> |  | GIS | \$125 |
| Harrison Myers <i>Field Technician</i> |  | Soils Investigations and Modeling Support | \$90 |
| Rachel Selsky, AICP <i>Project Manager</i> |  | Economic Analysis | \$175 |
| Daniel Stevens, AICP <i>Project Manager</i> |  | Economic Analysis | \$115 |

MARK D. KANE, ASLA | Director of Community Planning + Design



Mark helps communities defined by outdoor recreation, the rural lifestyle, and tourism unlock and maximize economic, environmental, aesthetic, and recreational character—and potential—through community and land use planning, permitting, and entitlement. Mark brings together deep community planning expertise; an intuitive and informed understanding of how to bring together diverse communities for long term consensus and gain; and a profound commitment to helping small communities find, articulate, tap into, and retain what makes them special.

Areas of Expertise

- Regional + Land Use Planning
- Aesthetics + Environmental Impact Analysis
- Permitting + Entitlement
- GIS

Experience

Mark has been with SE Group since 2000 and has over 25 years of experience in environmental and land use planning and analysis.

In addition, Mark often provides expert witness testimony and is a frequent speaker at conferences. He's also a pioneer in the use of GIS, computer modeling, and digital technologies for both analysis and engagement, using these extensively in his work and engagement activities.

Mark has a Bachelor of Science, School of Natural Resources - Environmental Studies from the University of Vermont.

Projects

- Essex Town Center Master Plan, VT
- Town of Silverthorne Parks, Open Space and Trails Master Plan, CO
- Town of Chester Village Center Master Plan, VT
- Town of Waterville Valley Pedestrian Village Study, NH

GABBY VOELLER, AICP | Associate Planner



Gabby is a multi-faceted planner with a passion for helping clients solve the most complex problems facing their communities. She applies both technical and analytical skills to all aspects of community planning. Gabby approaches projects with a mind geared toward seeking out innovative and engaging solutions that move communities closer towards their vision and goals.

Experience

Working in both private and public sectors, Gabby has widespread knowledge and experience managing multi-modal transportation planning, recreation and trails planning, and community planning and development projects. She excels at crafting and facilitating creative public engagement processes and making compelling maps and infographics for plan documents. She has authored environmental analyses and impact studies. Gabby joined the SE Group team in 2016.

Gabby has a Master of Regional Planning from Cornell University and a Bachelor of Science in Chemistry from Bates College.

Areas of Expertise

- Community Planning
- Transportation Planning / Land Use + Transportation Modeling
- Community Engagement

Projects

- Cañon City Arkansas River Corridor Master Plan, CO
- City of Fort Morgan Trails Master Plan, CO
- Town of Frisco Community Plan Assistance, CO
- City of Fruita Comprehensive Plan Update, CO

DREW POLLAK-BRUCE, CPRP | Associate Planner



Thoughtful and detailed, Drew is attentive to the modern challenges in today's planning arena. Drew is a skilled analyst and planner who recognizes opportunities to bridge gaps and build workable solutions. His specialized knowledge and tools gained from work experience and academia empower clients to craft sustainable plans and policies that fulfill their vision for the future.

Experience

Drew has a wide-ranging background in land use, multi-modal transportation and trails planning, parks and recreation planning, public policy, growth management, community development, economic analysis and public participation. He has been an integral part of SE Group since 2011.

Drew has a Master of Regional Planning from Cornell University and a Bachelor of Arts in Political Science and History from the University of Colorado, Boulder.

Areas of Expertise

- Community Planning
- Parks, Trails and Recreation Planning
- Socioeconomic Analysis

Projects

- Enosburg Falls Master Plan, VT
- Town of Chester Village Center Master Plan, VT
- MRV Active Transportation Plan, VT
- Essex Town Center Master Plan, VT
- Addison County Bike Loop, VT
- Vermont Town Forest Recreation Planning, VT

LIZ GRADES | Designer



Liz approaches each design project with a fresh perspective—she is continually exploring new and innovative ways of connecting people with place. Her passion for sustainable design is balanced by a practical knowledge of how things are built. Liz's creative process thrives in the collaborative and multi-disciplinary environment typical of SE Group projects and teams.

Experience

She brings her Fine Arts background and formidable graphic skills to each project, helping elevate the visual communication of the team and creating stronger connections between our clients and the work we do for them.

Liz has a Master of Landscape Architecture from State University of New York Environmental Science and Forestry, along with a Bachelor of Fine Arts from State University of New York at Plattsburgh.

Areas of Expertise

- Site Planning + Design
- Graphic Design
- Trail Design + Planning

Projects

- Town of Chester Village Center Master Plan, VT
- MRV Active Transportation Plan, VT
- Fairfax Gateway Study, VT
- Essex Town Center Master Plan, VT
- Addison County Bike Loop, VT
- Town of Silverthorne POSTR Master Plan, CO



Naturally inquisitive and quick to embrace a good challenge, Ellie is well suited to the role of a planner. She genuinely enjoys figuring out what makes a community tick, and helping them enact change in their own backyard. She is a keen observer and has the ability to connect the small details to the bigger picture, which is invaluable to the planning process.

Experience

Ellie joined SE Group in 2017 with an academic background that combined the humanities, environmental, and quantitative studies.

Areas of Expertise

- Research + Technical Writing
- Community Engagement
- Spatial Analysis + GIS

Ellie's interest in planning grew while conducting research and public engagement for a river revitalization project. Using large-scale historical maps, she offered a spatial history that highlighted the impacts of past city planning to advocate for trails, parks, and corridor development along the river. Her experience includes mapping, community surveys, and blending natural and cultural histories.

Ellie has a Bachelor of Arts in Math and History from Williams College.

Projects

- Vermont Town Forest Recreation Planning, VT
- City of Fort Morgan Trails Master Plan, CO
- Vernon Village Center Master Plan, VT
- Vital Village, Enosburg Falls Master Plan, VT



Gregory G. Goyette PE

Associate



Mr. Goyette has managed and developed numerous transportation and stormwater projects for state, municipal, and private clients. Greg primarily focuses on urban / village roadway reconstruction projects and specializes in roundabout, bicycle / pedestrian, and low impact development (LID) stormwater designs. Greg's projects have been recognized in Vermont and New England for innovative design approaches.

EDUCATION

Master of Science, Civil Engineering, Clarkson University, 2001
Bachelor of Science, Civil Engineering, Clarkson University, 1998

REGISTRATIONS

Professional Engineer #8834, State of Vermont

PROJECT EXPERIENCE

Montpelier Taylor Street to Main Street Multi-use Path, Montpelier, Vermont

Project manager responsible for engineering and permitting services for the design of a 968-foot pedestrian path including a bridge beginning at Taylor Street crossing Carr Lot and the Central Vermont railroad, spanning the North Branch of the Winooski River and ending at the Main Street sidewalk in Montpelier, VT.

Burlington Great Streets, Burlington, Vermont

Project manager responsible for this redesign of two streets, Bank and Cherry, in downtown Burlington. The redesign prioritized pedestrian safety and movement and maintained the on-street parking needed for the small business.

Essex Pinecrest Drive and VT 2A Sidewalk and Recreation Path, Essex, Vermont

Project manager responsible for engineering and permitting services for this 1,130 lf 10-foot wide bituminous multi-use path along Vermont Route 2A between Old Colchester Road and Pinecrest Drive; and 1,530 lf of 5-foot wide concrete sidewalk along the eastern side of Pinecrest Drive from Vermont Route 2A to Suffolk Lane.

Jeff Sauser

Urban Planner



Jeff is a planner and urban designer whose work centers on the relationships between markets, community, sustainability, and urban form. Jeff has played a central role on a range of design and planning projects in cities and suburbs across the country, with particular focus on creating compact, walkable, mixed-use redevelopment in transitioning neighborhoods and emerging communities. His experience includes large-scale comprehensive plans, downtown master plans, private development district plans, brownfield plans and neighborhood revitalization plans.

EDUCATION

Master of Architecture and City and Regional Planning, Georgia
Institute of Technology, 2010
Bachelor of Arts, Metropolitan Studies, New York University, 2006

PROJECT EXPERIENCE

Elkhart River District Implementation Plan, Elkhart, Indiana

Project manager for a 90-acre downtown-adjacent area transforming into a walkable neighborhood spurred by catalytic investments from both the public and private sectors. The plan is generating significant interest from local investors who will lead the first major phase of construction.

Northland Needham Street Master Plan, Newton, Massachusetts

Plan for transforming a low-density suburban site into an authentic urban village that strengthens the surrounding neighborhood and introduces new housing and retail choices into a district long starved for both. Redevelopment will replace the non-historic elements with more than 1,000,000 sf of walkable stores, offices, and multifamily housing.

Place Making for Mobility, Boston, MA

Project manager for developing guidelines for improving the design and quality of the public spaces—streets, sidewalks, plazas and greenways—that make up Boston's mobility system. Placemaking for Mobility offers a blueprint for imagining innovative treatments of public spaces and forming public-private partnerships to fund them. The guidelines received a 2017 Charter Award from the Congress for the New Urbanism.

Richard S. Bryant PE

Senior Associate



Richard Bryant is a Senior Associate with more than 35 years of consulting experience in New England. He is a transportation planner and traffic operations specialist with an extensive background in planning, design and permitting of public-sector projects. Richard has developed broad knowledge of state and local permitting regulations and has established strong working relationships with state highway and environmental permitting agencies. He is also an experienced public speaker who can effectively present transportation plans and projects at public hearings and other forums.

EDUCATION

Master of Science, Civil Engineering, University of California, 1980

Bachelor of Science, Civil Engineering, Massachusetts Institute of Technology, 1979

Bachelor of Science, Management, Massachusetts Institute of Technology, Cambridge, Massachusetts, 1979

REGISTRATIONS

Professional Engineer #9004, State of Vermont

PROJECT EXPERIENCE**Waterbury Village Parking Study, Waterbury, VT**

Project manager for a study aimed at developing a parking strategy to ensure the continued growth and vibrancy of the village center. The economic resurgence realized since the devastation caused by tropical storm Irene created the need to evaluate parking supply and demand. Worked with the volunteer Parking Committee to assess conditions, make recommendations and present study findings to the public.

Pearl Street Corridor Study, Burlington, VT

Conducted a roadway operations and design study for an urban street in downtown Burlington, Vermont. Modifications to existing lane use and parking conditions were evaluated with the goal of adding bike lanes to the roadway. Impacts to traffic and transit operations were considered. Alternatives were vetted in a public forum. The City implemented the recommended plan.

Israel S. Maynard PE

Project Manager



Mr. Maynard has managed several transportation and stormwater projects for state and municipal clients. He also has 12 years of experience designing projects in both the traditional design-bid-build delivery as well as alternative delivery including Design-Build and Public Private Partnership(P3). Israel primarily focuses on highway design and stormwater projects.

EDUCATION

Bachelor of Science, Civil Engineering, University of Vermont, Burlington, Vermont, 2006

REGISTRATIONS

Professional Engineer #69573, State of Vermont

PROJECT EXPERIENCE**Burlington Stormwater Outfall, Burlington, Vermont**

Project Manager for a project to help the City of Burlington develop a system to prioritize their failing stormwater outfalls. A standardized framework was developed so that through field review and desktop analysis an objective prioritization could occur to determine which locations were the most critical. The project involved utilizing the framework for 20 high locations determined to be failing, then developing conceptual plans and estimates for the 10 most critical and developing preliminary plans for the 3 most critical.

Bartlett Brook Stormwater Treatment System Expansion, South Burlington, Vermont

Project Manager for the expansion of an existing stormwater treatment wetland. The project is one of several projects being done by the City of South Burlington, VT as part of the Bartlett Brook Flow restoration plan. The project involves rerouting flow currently discharging directly to Bartlett Brook through roughly 1200' of new closed drainage to the expanded wetland. The goal of the project is to manage the stormwater runoff from an additional 9 acres of impervious surface.

Sean P. Neely



Civil Engineering Design

Mr. Neely provides planning, analysis, design, CADD, and GIS support on a range of transportation projects. Sean recently completed a master's degree at the University of Vermont (UVM) in civil engineering for transportation, and a certificate of graduate studies in sustainable transportation systems and planning. He worked as a research assistant at the UVM Transportation Research Center (TRC) both before and during graduate school. Prior to working at the TRC, Sean practiced consulting for planning and engineering projects across the country.

EDUCATION

Master of Science, Civil Engineering, University of Vermont, Burlington, Vermont, 2016

Bachelor's Degree, Environmental Science, University of Southern Maine, Portland, Maine, 2005

Certificate of Graduate Studies in Sustainable Transportation Systems & Planning, University of Vermont, Burlington, Vermont, 2016

PROJECT EXPERIENCE

Pittsford-Brandon Temporary Traffic Control Plans, Pittsford and Brandon, Vermont

Assisted in drafting temporary traffic control plan set documents. Stantec was selected to provide quality control review of revised preliminary plans for this roadway reconstruction project.

Williston Industrial Avenue Traffic Control Plans, Williston, Vermont

Responsible for drafting temporary traffic control plan set documents for this roadway/intersection reconstruction project on US Route 2 and Industrial Avenue in Williston, VT. The roadway will be widened and new traffic signal equipment installed.

Geoffrey D. Merkle



CADD Technician

Mr. Merkle combines experience in wastewater, water, civil, structural, electrical, and mechanical drafting. Geoffrey is experienced in many aspects of site plan review, plot plan review and construction drawings, including the design and site development phases. He currently reviews site plans and plot plans for several municipalities and manages the CAD portion of several engineering projects under the direction of project engineers. Geoffrey's experience also includes survey stake outs, topographic surveys, boundary surveys, site development plans, as-builts, GIS projects, government projects and architectural plans.

EDUCATION

A.S., Civil Engineering, Vermont Technical College, Randolph Center, Vermont, 1993

REGISTRATIONS

Professional Engineer #69573, State of Vermont

PROJECT EXPERIENCE

Pleasant Street/Bridge Street Improvements, Ludlow, Vermont

CADD design of storm drain improvements and profiles.

U.S. Route 5 & St. Johnsbury State Highway, St. Johnsbury-Lyndon, Vermont

Micro Station drawings doing minor edits top plans, details and sections.

U.S. Route 15 Cambridge Park & Ride, Cambridge, Vermont

Micro Station drawings of plans sheets for erosion control, lighting, right-of-way, details and sections.

Colchester Shared Use Bike Path, Colchester, Vermont

Micro Station presentation drawing showing proposed alternatives for a shared used bike path.



ANDRES TORIZZO, CPESC, CPSWQ, CISEC | Principal Hydrologist



Focus Areas

- Green Stormwater Infrastructure
- Watershed Master Planning
- Permitting

Mr. Torizzo has particular interest and expertise with green infrastructure, watershed planning, and stormwater retrofit design. Andres is a registered Certified Professional in Erosion and Sediment Control (CPESC), Certified Professional in Stormwater Quality (CPSWQ), Certified Erosion, Sediment, and Stormwater Inspector (CESSWI), and Certified Inspector of Sediment and Erosion Control (CISEC). He holds a B.S in Geological Sciences from Tufts University and a master's degree in Geography (Hydrology Focus) from the University of Colorado at Boulder. Mr. Torizzo has worked with the Addison County Regional Planning Commission and the Town of Middlebury to develop a master plan for a portion of the town. In addition, he has worked with several communities to develop stormwater master plans, flow restoration plans, retrofit designs, throughout Vermont, New Hampshire, and New York.

Primary Role: Stormwater Master Planning Project Oversight

KERRIE GARVEY | GIS MANAGER



Focus Areas

- GIS Services
- Stormwater Master Planning
- River Management

Ms. Garvey has extensive experience working with ArcGIS software, developing models and managing large datasets. She graduated from the University of Vermont with an Master's of Science in Natural Resources where she focused on using spatial analysis methods to quantify erosion and deposition associated with stream channel migration. Ms. Garvey has been actively managing multi town master planning efforts including the Central Vermont study (Warren, Waitsfield, Fayston, Moretown, Duxbury, East Montpelier, Woodbury, Calais) and the Chase Brook masterplan including Mt. Ellen.

Primary Role: GIS Data Analysis

HARRISON MYERS | FIELD TECHNICIAN



Focus Areas

- Water Quality Monitoring + Research
- Data Management + Analysis

Harrison started at Watershed in the fall of 2018 during his senior year at the University of Vermont (UVM), where he recently completed a Bachelor of Science in Ecological Engineering. While at UVM, he received the Simon Family Public Research Fellowship and was also named an Undergraduate Fellow for the Gund Institute for Environment. His academic research examined internal biogeochemical cycling of nutrients and appropriate management strategies for ecological systems serving as buffers between the natural and built environment. At Watershed, Harrison focuses on soils investigation including characterization and infiltration testing.

Primary Role: Primary Role: Soils investigation and modeling support



JOINED CAMOIN: 2008

YEARS OF EXPERIENCE: 10+

EDUCATION

- Master of Regional Planning, University of Albany
- B.A. Urban Studies and Planning, University of Albany

Rachel Selsky, AICP | Vice President

Project Role: Project Principal

With a passion for consensus building and community education, Rachel's ability to present highly technical topics in a clear and concise manner helps engage local stakeholders and policy makers in a meaningful way and support them to make informed decisions regarding their future.

Rachel has a background in planning and is one of the firm's most experienced project managers. Her leadership has led to the successful completion of large economic development strategic planning projects with multiple partners and a wide variety of stakeholders. With a focus on finding solutions and opportunities, Rachel's skill is in bringing multiple groups together to see where their interests overlap in order to find a path forward that benefits all parties. Energized by finding actions that can be quickly implemented, Rachel enjoys working with clients to develop a final product that can be utilized to achieve their vision for future economic prosperity.

Rachel is an excellent facilitator with a particular interest in making events enjoyable for the participants, ensuring all voices are being heard, and truly listening to what is being said. She is known for crafting engaging public meetings and committee work sessions that draw out real-world solutions from the groups she works with. Recently, her work has focused on bringing young people into the economic development conversation, a topic she has written about and presented on in an Economic Development Navigator series: *Engaging Young People: How and Why to Bring Young People into Economic Development Planning*.



JOINED CAMOIN: 2019

YEARS OF EXPERIENCE: 9

EDUCATION

- Master of Urban Planning, Harvard University Graduate School of Design
- B.A. Economics, Binghamton University

Daniel Stevens, AICP | Project Manager

Project Role: Project Manager and Analyst

Dan brings a passion for placemaking to Camoin Associates and believes that the "where" is critical in economic development. He is dedicated to creating unique, dynamic, and resilient communities where people want to live, work, and visit. Dan believes that achieving positive transformational change begins with a vision that is ambitious but attainable, and that is shared among residents, business owners, stakeholders, and partners.

Dan has led numerous economic development and planning projects including brownfield redevelopment efforts, real estate market analyses and development strategies, economic and fiscal impact studies, and downtown revitalization initiatives. Dan uses his expertise in planning and design to illustrate and showcase specific economic development sites, opportunities, and projects to generate support and attract private investment.

Relevant Experience + References

The profiles in this section illustrate just a few of the many projects that the Consulting Team have engaged on with communities just like Northfield.

| FIRM | CLIENT/PROJECT | CLIENT CONTACT |
|-----------|---|---|
| SE Group | Town of Waterville Valley Pedestrian Village Revitalization Study | Mark Decoteau Town Manager (603) 236-4730 wvmanager@watervillevalley |
| SE Group | Enosburg Falls Vital Village Master Plan | Greta Brunswick Senior Planner (802) 524-5958 gbrunswick@nrpcvt.com |
| SE Group | Mad River Valley Active Transportation Plan | Joshua Schwartz Executive Director (802) 496-7173 joshua@mrvpd.org |
| SE Group | City of South Burlington Market Street | Paul Conner Director of Planning + Zoning (802) 846-4106 pconner@sburl.com |
| Stantec | City of Burlington | Laura K. Wheelock, P.E. Public Works Engineer (802) 540-0397 lwheelock@burlingtonvt.gov |
| Stantec | Chittenden County Regional Planning Commission | Christine Forde, AICP Senior Transportation Planner (802) 846-4490 x13 cforde@ccprcvt.org |
| Stantec | Town of Waterbury | William Shepeluk Municipal Manager (802) 244-7033 washepeluk@aol.com |
| Watershed | Central VT RPC | Pam DeAndrea Senior GIS Planner (802) 229-0389 deandrea@cvregion.com |
| Watershed | Vermont DEC | Jim Pease Watershed Scientist (802) 490-6116 JimPease@vermont.gov |
| Watershed | Lake Champlain Basin Program | Matt Vaughan Technical Coordinator (802) 372-0216 mvaughan@lcbp.org |
| Camoin | Brattleboro Development Credit Corp | Adam Grinold Executive Director (802) 257-7731 x224 agrinold@brattleborodevelopment.com |
| Camoin | Bennington County Regional Commission | Bill Covin Assistant Director + Comm. Dev. Coordinator (802) 442-0713 x1 bcolvin@bcrvt.org |
| Camoin | City of Winooski | Heather Carrington Community + Econ. Dev. Officer (802) 655-6410 hcarrington@winooski.org |



MRV MOVES ACTIVE TRANSPORTATION PLAN

Mad River Valley, Vermont

Through a robust public involvement process, the MRV Moves Active Transportation Plan articulates a unified, multi-town, watershed-wide vision for recreational trails and non-motorized transportation facilities in Vermont’s Mad River Valley. The plan explores how trails and active transportation integrate with economic development, enhance both visitor experiences and residents’ quality of life, and improve transportation choices.

A critical component of this Plan was to create an advisory board consisting of all these partners to establish a cohesive and collaborative vision for the future, while building upon decades of their individual projects. Public engagement was also a cornerstone of the Plan, utilizing a variety of events (walking and biking tours) and techniques (surveys and project websites) for the community to get involved and explore ideas.

The Plan provides guidance for trail design and management standards, implementation, funding, permitting and approvals to carry the project into reality. It also includes an important discussion of the unique definition of active transportation in the MRV, blending both recreation and transportation, identifies the economic and social benefits of walking and biking, includes an IMPLAN economic analysis and consideration of a progressive learning network to serve users of all ages and abilities.



Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Community surveys, focus groups and charrettes
- Riverfront access planning



ESSEX TOWN CENTER MASTER PLAN + FORM-BASED CODE

Essex, Vermont

In 2016 SE Group started working with the Town of Essex on an updated version of its Town Center Master Plan. SE Group led a community-based Steering Committee and sought focus from the public on what the vision for this area should be. In a location dominated by large retailers and relatively poor mobility, the public’s concerns were varied, but architectural character and connectivity were the two most pressing. As this project has evolved, SE Group began exploring how form-based code might provide guidance to the evolution of the ETC as it is known. SE Group prepared buildout analyses and conceptual design plans that explored a vision and provided recommendations on specific form-based code elements (public realm, open space types, building types, street typology) that the Planning Commission is just beginning to digest into a workable regulatory model.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Community surveys, focus groups and keypad polling
- Development visualization and illustrative plans



VERMONT TOWN FOREST RECREATION PLANNING

Throughout Vermont

SE Group worked with VT Urban & Community Forestry Program and an interagency working group—VT Agency of Natural Resources, VT FPR, VT Agency of Commerce and Community Development, and UVM Extension's Tourism Research Center—to engage ten select communities in a robust planning process to develop action-based town forest recreation plans. Through rigorous public engagement, SE Group met with town governments, stakeholders and residents to collaborate and define a shared vision for their Town Forest. The process involved the facilitation of over 60 public and steering committee meetings to help the towns explore their unique opportunities, constraints and shared values.

The development of the development of the Vermont Town Forest Recreation Planning Toolkit was a key outcome of the project—building a replicable process and set of tools to be used for both the professionally-facilitated process with the first ten communities, and for other towns to do their own recreation plans after this project ended. The toolkit offers guidance documents, designs, case studies, best practices, and standards that Towns can use to carry out the planning process and implement their identified strategies.



Project Highlights

- Public engagement and stakeholder outreach
- Community surveys, focus groups and charrettes
- Connectivity and recreation planning



TOWN OF SILVERTHORNE COMPREHENSIVE PLAN “BLUEPRINT SILVERTHORNE”

Silverthorne, Colorado

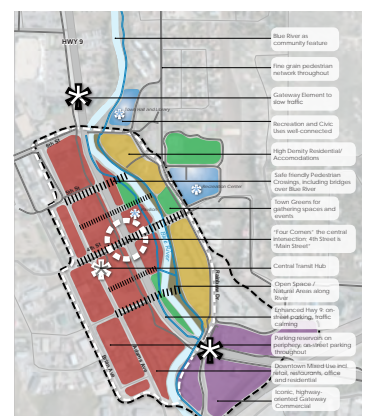
In 2013 SE Group began working with the Town of Silverthorne on several initiatives to revitalize/reenergize the community. While the Town knew it needed to update its Comprehensive Plan, it wanted this effort to focus the Town Vision for creating a new, vibrant town center. With this in mind, SE Group began formulating an engagement and analysis strategy that allowed the prioritization and exploration of ideas and policies associated with the new urban fabric (form, materials, uses, densities, connectivity), while addressing some of the real barriers for integration (market, state highways, river access).

The Blueprint Silverthorne framework enabled significant public input and established parameters for next steps, including updates to zoning and determination of community inputs (infrastructure) to support the nascent downtown. The plan was finalized and quickly adopted in May 2014.



Project Highlights

- Stakeholder and business roundtable meetings
- Riverfront access planning
- Coordination with DOT for highway upgrades
- New development is underway based on plan



CHESTER VILLAGE CENTER MASTER PLAN “REDISCOVERING CHESTER”

Chester, Vermont

Starting in 2015 SE Group began a project with the Town of Chester in southern Vermont to develop a master plan to guide its path forward. As a village dominated by historic architecture, the level of public engagement needed was very high. Working closely with a local steering committee, SE Group conducted a series of public engagement events and activities to draw out community needs. The resulting information was used to formulate specific “initiatives” that broke down critical improvements into smaller, more manageable parts. Several of these initiatives were given highest priority and the master plan provided documentation on relevant funding sources to assist in their implementation. In part, as a result of this master plan, the town was recently awarded a TAP grant for \$1M to improve Depot Street; connecting the historic center to the train station. Work with the Town continues.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Community surveys, focus groups and charrettes
- Project visualization and Illustrative plans



ARKANSAS RIVER CORRIDOR MASTER PLAN

Cañon City, Colorado

In 2017 SE Group led the planning and design efforts for Cañon City, Colorado. Working closely with the Community Development Department and key stakeholder interests, the project involved two major aspects; first studies to explore how on-river recreational assets could be better connected to adjacent parks and second, how areas adjacent to the river might be encouraged to develop in ways that enhance pedestrian access and reinvigorate the community. SE Group led a team of designers and environmental planners that provided detailed recommendations ranging from pedestrian and trail improvements, streetscape upgrades, zoning adjustment and environmental upgrades.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Community surveys, focus groups and charrettes
- Project visualization and Illustrative plans



ENOSBURG FALLS MASTER PLAN “VITAL VILLAGE”

Enosburg Falls, Vermont

SE Group is currently working with Enosburg Falls on a community vision to enhance the village center. The project has focused on economic development opportunities around the recreation tourism economy, an improved, pedestrian-friendly streetscape, and a community brand.

The Missisquoi Valley Rail Trail and the Northern Forest Canoe Trail run right through the village, which gives the village a major opportunity to attract more tourism. To understand existing use of the Missisquoi Valley Rail Trail, SE Group placed automatic trail counters on the trail to measure use on both sides of the village. A trail intercept survey asked users about their experience, stopping in Enosburg Falls, and their perceived safety along the trail. Local high school students administered the survey along the trail; the survey was also available online.

The project has utilized innovative public engagement techniques including an online project story map that has integrated narrative, maps, and graphics. Through the StoryBook, the planning team has built the plan “in real time” with frequent updates for interested community members. SE Group also worked with Local Motion to develop a streetscape enhancement pop-up as part of a larger community event, which included street art, crosswalks, flowers, chairs, and bulb-outs to give community members a sense of the possibilities for Main Street.

Project Highlights

- Streetscape Concepts + Placemaking
- Use of an online StoryBook for project communication
- Grant-ready action plan
- Trail + river access planning



FORT MORGAN TRAILS + CONNECTIVITY MASTER PLAN

Fort Morgan, Colorado

SE Group worked with the City of Fort Morgan to develop a Trails + Connectivity Master Plan that aligned with the community’s needs and interests. The plan included both new trail designs on city parks and recommendations towards pedestrian and biking facilities on city streets.

Through a robust public engagement process, the city’s priorities were identified: to create safe routes for children to walk and bike to school, and to improve intersections and sidewalks towards the city’s major employers. As a result of this input, SE Group analyzed and scored every sidewalk and intersection in the city based on condition, existing safety features, and importance to pedestrians. The analysis determined key areas for improvement and, along with designs of bicycle facilities cross-sections, provided the City Public Works Department a roadmap for future project planning.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Connectivity analysis and planning



TOWN OF WATERVILLE VALLEY PEDESTRIAN VILLAGE REVITALIZATION STUDY

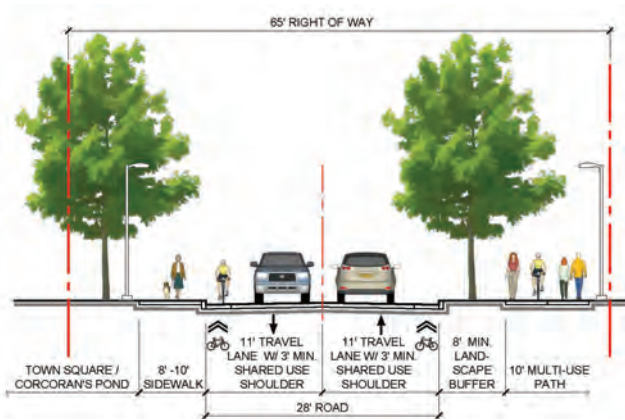
Waterville Valley, New Hampshire

SE Group worked with the Town of Waterville Valley on a Pedestrian Village Revitalization Study. This master planning process addressed a wide variety of issues: wayfinding, branding, streetscape, connectivity, transit, and parking—all as part of a comprehensive review of a diverse, tourist-oriented environment. The community looked at its old master plan with fresh eyes, wanting to incorporate more depth of analysis to truly understand future possibilities, particularly within the town core where development opportunities abound.

SE Group conducted a detailed assessment of the underlying issues and developed broad themes for new/revised opportunities. We worked in a highly engaged public environment—going “to the people” where and when we could. We explored a variety urban design ideas and dovetailed them with policy recommendations—resulting in a comprehensive road map for continued progress.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Wayfinding and connectivity



FAIRFAX GATEWAY AND WAYFINDING STUDY

Fairfax, Vermont

SE Group worked with the Town of Fairfax to study ways to connect two existing parts of the Village together. Separated by the Lamoille River, the South and North Villages have strikingly different land use character and little pedestrian accommodations.

With funding through a municipal planning grant award, SE Group was able to create an innovative public engagement process that brought the local school into the work and utilized engagement tools such as a web survey and comment boards, to get a broad cross-section of the town talking. The study also took advantage of 3D point cloud data to help visualize potential changes in the community including streetscape improvements, gateway features, and signage. SE Group's graphics team prepared concepts for community identity, which the Town has embraced and is beginning to use as the official logo.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Connectivity planning



RIDE WINDSOR COUNTY BICYCLING ROUTES MAP

Windsor County, Vermont

The Ride Windsor County Bicycling Routes Map was created for the Southern Windsor County Regional Planning Commission to identify the myriad of cycling opportunities within its ten-town planning area and to promote the region as a cycling destination.

SE Group's approach to this project began with the notion that a line on a map just doesn't entice folks to get out and ride their bike on the suggested routes like a compelling and descriptive guide can. Thus, a regional bicycle map was created that integrates the thoughtful narrative and images necessary to elevate it from a simple map to a real resource for locals and visitors to use to plan bicycle trips and identify things to do along the way.

The guide includes maps identifying 19 routes within the region ranging in ability levels and includes basic statistics such as distance, surface type, and elevation profile with various points of interest and a narrative description and to assist users in picking a route. Links to each route were created in Strava®, Map my Ride®, and Ride with GPS® to provide users with the option of downloading the route to their phone or GPS unit. Turn-by-turn cue sheets for each route were also developed. Both print and digital versions of the map are available to the public.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Trail mapping and marketing/branding



VERNON VILLAGE CENTER MASTER PLAN

Vernon, Vermont

As the lead firm charged with the task of developing a Village Center Master Plan, SE Group conducted an extensive public outreach process, including numerous interviews with stakeholders, to help establish a vision that would be responsive to the needs and interests of the community.

Understanding the market conditions in Vernon were also critical in order to propose land use patterns that are grounded in market realities. A market analysis consultant provided an analysis of the key economic factors at play and helped establish an appropriate blend of residential housing types and commercial development to be built out over time. Providing community open space with connections to surrounding natural and cultural resources was a driving element in the plans. In addition to the graphic plans, the final report for the project included key recommendations, tools, and strategies to assist the town in aligning private and public interests and work toward a shared vision.

Project Highlights

- Master planning and conceptual planning
- Public engagement and stakeholder outreach
- Community surveys, focus groups and charrettes



SE GROUP PROJECTS CURRENTLY UNDERWAY

SE Group is currently working with a number of clients to create vibrant communities that leverage their natural beauty and recreational resources to improve the lives of residents, encourage visitorship and fuel the local economy. These projects include:

- Missisquoi Valley Rail Trail Marketing and Wayfinding Project
- Addison County Triangle Bike Loop Master Plan
- Saxon Hill Management Plan
- Arms Forest Recreation Master Plan
- City of Montpelier Downtown Master Plan

BURLINGTON GREAT STREETS

Burlington, Vermont

Burlington Vermont's Church Street is an iconic pedestrian mall running through the city center. To expand the success and influence of Church Street, both SE Group and Stantec were selected to be on the team to redesign two connecting streets, Bank and Cherry.

With the construction of a new mixed-use development and the reintroduction of the street grid through the deconstruction of a shopping mall, a multi-modal, context sensitive design will position Bank and Cherry - parallel streets one block apart - as key links downtown. These upgraded connections provide balanced access for people on bikes, walking, and taking transit, creating a seamless flow common to old New England downtowns.

Working block by block, the design not only fit existing Burlington Great Street guidelines, but was carefully tailored to community and infrastructure needs. Overall, the plan prioritized pedestrian safety and movement and maintained the on-street parking needed for success of small businesses. Adding bicycle parking and direct access to the regional transit center on Cherry Street promotes more sustainable transit options while catering the City's need for multi-modal connections to downtown. In some places, the design incorporated landscaped parklets and seating areas outside of popular businesses, restaurants, and gathering areas. The design has comprehensive rain gardens and green infrastructure for stormwater management. These rain gardens also help direct pedestrian flow to appropriate street crossing points.

The Plan also incorporate cutting-edge stormwater treatments methods, effectively addressing the practical challenges inherent in integrating stormwater planters, rain gardens, and permeable paving into a highly traveled urban environment. Plants were selected to tolerate the periodic inundation from road and sidewalk runoff as well as the salts inherent in a northern climate. Sitting pods located throughout the streetscape make use of monolithic granite seat walls nestled amongst attractive plantings.

In addition, the Stantec team has been working with the City to identify areas of private parcels needed to support the construction of the plan. Providing temporary easement diagrams as well as permanent right-of-way acquisition plans has been essential to securing additional land for the project while demonstrating direct benefits to adjacent parcel owners.



Project Highlights

- Detailed Streetscape Design
- LID Design Measures for Stormwater Management



A GUIDE TO PLACEMAKING FOR MOBILITY + PHILIPS SQUARE PARK TACTICAL URBANISM IMPLEMENTATION

Boston, Massachusetts



Working with a foundation and a downtown business alliance, we developed guidelines for improving the design and quality of the public spaces—streets, sidewalks, plazas and greenways—that make up Boston’s mobility system. In a time of dwindling public resources, Placemaking for Mobility offers a blueprint for imagining innovative treatments of public spaces and forming public-private partnerships to fund them. The guidelines received a 2017 Charter Award from the Congress for the New Urbanism.

A follow-up contract recently applied the guide’s methodology to a high-profile block in Boston’s Chinatown neighborhood and with close collaboration with residents and stakeholders, creating a long-term streetscape plan with short-term, tactical preliminary implementation that the City built in 2018.



NORTHLAND NEEDHAM STREET MASTER PLAN

Newton, Massachusetts



Northland Investment wanted to reinvent a classic strip mall in Newton, Massachusetts, an older suburb of Boston. The developer asked for an urban design strategy that would make the site a focal point for the area around it—a destination with a strong sense of character. We didn’t have to look far for a good model: historic commercial villages throughout Newton. Built before cars, they embodied just the right scale for walkability.

Our plan replaces all the buildings on the site except for a 19th-century mill building. Walkable new development wraps around the historic mill, adding more than a million square feet of stores, offices, and multi-family housing. Tying everything together—and giving the new development strong “curb appeal”—is a carefully-planned Main Street defined by a public realm of active sidewalks, accessible bike paths, and a landscaped square designed and programmed to serve as a new community hub.

Our work brought the project in line with the city’s goals for design, density, and mix of uses while creating maximum value for our client. Moreover, it gives Northland a model it can use across the U.S. for redeveloping larger sites in urban neighborhoods.



CENTRAL VERMONT STORMWATER MASTER PLAN (PHASES 1 + 2)

Throughout Central Vermont



Phase 1 - Watershed Consulting (Watershed) developed a comprehensive stormwater master plan (SWMP) for the Town of Berlin, and the municipalities of Barre City, Barre Town, and Plainfield for the Central Vermont Regional Planning Commission (CVRPC). Between 50 and 75 potential BMP project locations per municipality were identified and assessed in the field. These projects were ranked utilizing a project-specific matrix to identify a “Top 20” and “Top 5” list for each municipality. Watershed completed hydrologic and pollutant removal modeling and created preliminary concept designs and cost estimates for each of the 20 projects per municipality (80 projects total). Watershed also worked closely with municipal officials, attended Selectboard meetings, and interfaced with private landowners to seek local input in the development of these final project lists. Watershed provided cost estimates and 30% designs for these “Top 5” projects for each municipality (for a total of 20 designs). All steps in the stormwater master planning process were summarized in the final report. The ultimate goal of this project is to reducing phosphorus loading and sediment transport to the Winooski River, improving water quality and improving resiliency of these areas. An ESRI Story Map was developed to summarize this project and serve as a community outreach tool: <https://tinyurl.com/yddh44gu>

Phase 2 - Watershed is in the process of completing two SWMPs for the CVRPC with support from the Friends of the Mad River. One joint SWMP is for the Towns of Calais, East Montpelier, and Woodbury, in the Kingsbury Branch Watershed and the second, is a joint SWMP for the Towns of Duxbury, Fayston, Moretown, Waitsfield, and Warren in the Mad River Valley. These SWMPs will serve to reduce sediment and nutrient pollution of the Winooski River, located within the upper Lake Champlain Basin. As a part of this plan, more than 400 sites were field assessed for retrofit potential. Each of these sites were then prioritized to identify the Top 20 projects per Town for a total of 160 projects. A secondary prioritization that included preliminary cost estimates, hydrologic modeling, and pollutant load reductions. Of these sites, the Top 5 projects were identified per Town (total of 40 projects). For each of these sites, a 30% engineering design will be developed. This deliverable will also include itemized cost estimates and a visually appealing site rendering. Additionally, an ESRI Story Map will be developed for each Town for a total of 8 Story Maps.



Kingsbury Branch Stormwater Master Plan

Northfield Core Village Green Infrastructure Design and Implementation Northfield, VT- 2014



Contact: Pat Demasi, Town of Northfield

P: (802) 485-7355

WCA, in partnership with Lakeside Environmental Group (LEG), were hired by the Central Vermont Regional Planning Commission (CVRPC) to complete a green infrastructure retrofit assessment for the Town of Northfield to identify treatment opportunities for existing impervious surfaces, primarily roads and parking lots. Site characterization was completed for the top ten priority sites involving infiltration testing and utility conflict identification. The team worked with the Town to prioritize retrofits and refined the original list of potential projects to two large-scale infiltration basins and two small-scale curb extensions with flow-through planters, managing a total of 24.3 acres. Planting plans and conceptual engineering plans were developed for the proposed practices. Additionally, a landscape rendering was prepared by Urban Rain Design (URD) for integrating green infrastructure treatment systems into the Village Green area of the Town to improve water quality treatment and aesthetics of the area, as well as make parking and traffic circulation more efficient in the area. WCA also provided construction services including preparing bid materials and construction oversight for two of the proposed retrofit projects.



Town of Brandon, VT - Stormwater Master Plan Brandon, VT- 2018-2019



Contact: Dave Atherton, Town Manager, Town of Brandon

P: (802) 247-3635


Working with project partner Aldrich & Elliott and Greenleaf Designs, Watershed developed a comprehensive streetscape retrofit for Park Street in Brandon, VT based on concepts developed by our company during a stormwater master plan. These retrofits included the creation of eight different streetscape bioretention features designed to aesthetically enhance the street, calm traffic on this important cycling and pedestrian corridor, and treat stormwater runoff prior to eliminate pollution to the Neshobe River. Watershed conducted the hydrologic, hydraulic, and water quality pollutant load modeling, as well as worked closely with Greenleaf designs to develop planting plans for each bioretention. Also in partnership with Greenleaf Designs, the team developed a series of photo simulations for the street to aid municipal officials and local residents understand how the practices would integrate with the street.

Before:



After:





Economic and Fiscal Impact of the Vermont Trails and Greenway Council State of Vermont

THE CHALLENGE | The Vermont Trails and Greenways Council (Council) is an organization of volunteers dedicated to trail preservation, promotion, and development in Vermont. In late 2015, the Council sought a consultant to conduct an economic impact study to convey and quantify the economic presence that organized trail based recreation contributes to the Vermont economy.

THE SOLUTION | The Council commissioned Camoin to complete an economic and fiscal impact analysis to study and report on four of its member organizations including the Catamount Trail Association, the Kingdom Trails Association, the Vermont All-Terrain Sportsman’s Association, and the Green Mountain Club.

THE IMPACT | Camoin worked with the Council to develop a trailhead survey to collect data on location of origin, spending habits, trail use and activities, and other information requested by the Council. Using the data collected during the survey the analysis calculated the jobs, sales, and earnings created as a result of the trail systems existing in Vermont as well as the tax revenue generated for the State as a result of the activity. In addition to the report, Camoin s provided the Council with an infographic detailing the findings of the analysis to be used for marketing and grant applications.

CLIENT

- Vermont Trails & Greenway Council

SERVICES

- Economic and Fiscal Impact Infographic
- Visitor Spending Profile
- Economic Impact of Visitors
- Estimate of Occpancy, Sales, and Property Tax Revenues
- Direct Use Benefit Analysis



CITY OF WINOOSKI, VT

Economic Development Strategy

The City of Winooski is a diverse and active community located just north of Burlington, VT. With multiple universities and colleges located in the city and nearby, the area is known for its large population of college students and young professionals who take advantage of better housing values and a strong sense of community. The City hired Camoin Associates to complete its first ever economic development strategy to properly guide and plan for the influx of new residents and development taking place within a relatively small city.

Working with the City, Camoin researched demographic, industry, and housing trends in addition to distributing a resident survey and facilitating discussion with local stakeholders through one-on-one interviews, small focus groups, and public outreach events.

The data collected from both desktop and field research culminated in a final economic development strategy, which is in its final stages and will be completed in the near future. The strategy reinforces a long-held conviction within the community that cultural and economic diversity is Winooski's most valuable asset and serves to both preserve and leverage that diversity to enhance the wellbeing of its residents and businesses.

WINDHAM AND BENNINGTON COUNTY, VT

2018 Southern Vermont Comprehensive Economic Development Strategy

As a rural region in Southern Vermont, Bennington County and Windham County identified shared challenges and opportunities including declining and aging population, reduced investment, and need for major infrastructure improvements. Recent major business closures, inconsistent telecommunications infrastructure, limited access to workforce and lack of diverse housing stock as all constrained economic activity in the region.

The two counties joined together to craft a 5-year Comprehensive Economic Development Strategy (CEDS) that would identify opportunities to reverse the decline and build off the significant natural and cultural resources of the many towns and villages in the region. Camoin Associates conducted a review of economic data, significant public engagement, focus groups, and strategy development to support the region in their efforts to grow the economy and reverse the population decline.

Using the momentum of the 2014 Windham County CEDS, the two counties are using the CEDS to pursue joint initiatives geared towards retention and attraction of population, businesses, and investment. Focusing on downtown revitalization, workforce development, and related issues like child.

TOWN AND VILLAGE OF HOOSICK FALLS, NY

Hoosick Rising Community and Economic Development Strategy

Hoosick is a rural community located about 30 miles northeast of the City of Albany, along the NY-VT border. The community has a rich industrial and cultural history. However, as is the case with many communities that grow around a single industry, when John Deere pushed the Wood Company out of business in the 1920's, Hoosick experienced years of disinvestment, economic decline, and population loss. Community leaders are determined to reverse this decline and re-position Hoosick in the regional economy by building on its unique strengths and rich heritage.

Camoin Associates led Hoosick through an exciting strategic planning process, simply called "Hoosick Rising" (hoosickrising.org). In addition to economic analysis and stakeholder interviews, this exciting project included a series of monthly public meetings where community members engaged in discussions around priority projects and initiatives, as well as community leadership and capacity for implementation.

Since we began the implementation strategy in 2014, the Hoosick Rising team has constructed a new kiosk at Hoosick River Greenway trail-head, secured a contract with Bounlinx to bring high-speed internet to the entire community, ramped up activity at the Local Development Corporation (LDC) issuing several small business loans, established a partnership between LDC and local schools for "Shark Tank" style business plan contest, and demolished and cleaned up several abandoned "zombie" properties in the community. Several businesses have also expanded or opened in the community.