

**TOWN OF WAITSFIELD**  
**SELECTBOARD AGENDA FOR**  
**Monday, November 24, 2025 | 6:30 PM**  
**Location: Waitsfield Town Office**  
**(Please see access details below)**

**Selectboard Members**

Brian Shupe, Chair  
Larissa Ursprung, V.C.  
David Babbott-Klein  
Chach Curtis  
Fred Messer

**Town Administrator**  
York Haverkamp

**Town Clerk**  
Jennifer R. Peterson

**Town Treasurer**  
Steve Lewis

**Planning & Zoning  
Administrator**  
J.B. Weir

**Road Foreman**  
Josh Rogers

**Fire Chief**  
Jared Young

**Waitsfield Town Office**  
4144 Main Street  
Waitsfield, VT 05673  
(802) 496-2218  
www.waitsfieldvt.us

**I. Call to Order: 6:30 P.M.**

1. Additions, removals or modifications to the meeting agenda pursuant to 1 V.S.A. §312(d)(3)(A)
2. Public forum

**II. Regular Business.**

1. Presentation: Irasville Village Master Plan  
Overview and discussion of proposed Irasville Village Master Plan.
2. Meadow Road Bridge  
Update on status and next steps.
3. Resolution: Vermont 250th Anniversary  
Consideration and adoption of commemorative resolution
4. Village Bridge  
Discussion of maintenance and repair needs
5. Budget Planning Discussion.  
Initial discussion of priorities and approach for FY budget.
6. Meeting Schedule  
Confirm upcoming Selectboard meeting dates.
  - a. December 8<sup>th</sup>, 6:00pm at the fire department
  - b. December 15<sup>th</sup> regularly scheduled meeting
7. Town Administrator Report  
Updates on projects and administrative matters.
8. Selectboard Round Table  
Board member updates and discussion.

**III. Executive Sessions**

- a. Cybersecurity  
*Pursuant to 1 V.S.A. § 313(a)(10), the Selectboard may enter into executive session to discuss security or emergency response measures, the disclosure of which could jeopardize public safety, including the security of information, public buildings, structures, facilities, persons, or public funds.*

b. Contract Review

*Pursuant to 1 V.S.A. § 313(a)(1)(A), the Selectboard may enter into executive session to discuss contracts.*

**IV. Adjourn**

\*PLEASE NOTE: Public Access to this meeting will be hybrid, remote via Zoom or in

person at

the Waitsfield Town Office. For remote access, please use the following link:

<https://us02web.zoom.us/j/82056117089>

Meeting ID: 820 5611 7089

By phone: 1 (929) 205-6099

Anyone wishing to speak can do so during the designated times, or as indicated by the chair.

Town administrator report

November 24<sup>th</sup>, 2025

I've spent a lot of time on a variety of projects since stepping into this role. Some have come and gone...hours invested with the hope that the effort proves worthwhile for our community thanks to our Town staff, Boards, and Commissions. Others have been constant, like the remarkable work on the Waitsfield Wastewater Infrastructure Project.

Over the past few months, a good bit of our focus has been on the Town Garage and the planning needed for a new facility. The moral of the story? Every project, whether it takes months or just a few days - creates an opportunity to learn. That learning only happens when we set aside bias and old assumptions, actively listen, actively learn, ultimately growing together to achieve the best possible outcome for our community.

The Town Garage process has been, frankly, wicked awesome. The insights gained about how to provide essential services for Waitsfield have been invaluable, and I'm grateful for these opportunities to grow.

Now, I can talk about town garages, crosswalks, paving, river hydrology, culverts for hours - and if you ask me about wastewater, probably for days.

Peace

York Keith Haverkamp

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### **Meadow Road Bridge Update**

Since our last meeting, significant progress has been made on addressing the Meadow Road Bridge concerns:

- **Administrative Actions:**
  - Bridge registered with DMV.
  - Public notice posted and shared via social media.
- **Outreach & Enforcement:**
  - Contacted over 20 trucking companies to notify them of the weight restriction.
  - Sheriff's Department has increased patrol hours at the bridge to educate drivers and potential enforcement for compliance. They are prepared to add additional hours for the next few weeks if the Selectboard wishes.
- **Signage & Communication:**

- Two electronic signs are in place to alert drivers of the weight limit.
- Previous signs indicating a 24,000-pound limit have been removed.
- **Temporary Bridge Application:**
  - Application process has begun but is not yet complete.
- **Cameras:**
  - Securing cameras remains challenging due to high costs. Outreach has been made to external partners, including the Sheriff's Department and CVRPC, but options are limited at this time.

**Additional Notes:**

- Agricultural vehicles are exempt from local weight restrictions under state law (23 V.S.A. §§ 4(71), 1399, 1400d). However, VTrans recommends discussing with farmers the risks of using the bridge, as exceeding the weight limit could lead to closure or failure.
- Enforcement efforts—signage, outreach, and conversations—are considered active compliance measures. If violations persist, the Town may need to consider closing the bridge entirely.
- School buses: First Student confirmed that all large buses exceed the posted limit and will avoid the bridge. No routes are currently impacted.

**Next Steps:**

- Continue outreach and enforcement efforts.
- Complete temporary bridge application.
- Explore funding or partnerships for camera installation.

**Specific emails from a few specific emails that have helped inform our process.**

- Email from, Spencer Howard - Bridge Management & Bridge Inspection Program Manager

Hi York,

To answer your question about agricultural vehicles, that would be correct that they are exempt from a posting being that they meet the state statute that you are referencing below. I will say that a conversation should be had with the farmer(s) that they probably shouldn't use the structure as it could force a closure/failure of the bridge if they are exceeding the weight. If you were to close it or condition changes warrant a closure, then they would not be able to use it anyway.



As far as enforcement goes I think if you are continuing to put it out there and use the methods that have been suggested to you and having conversations with the offenders then you are actively trying to enforce it. I would think that most locals would want to continue to use to access their houses and properties and the offenders would want to continue to do that as well and that the short detour length would be acceptable to them. If this is not the case, then the town of Waitsfield could elect to close the bridge all together and no one would be able to use it. As this is a town owned structure it will be a town decision, at this time, if you want to close the bridge. Again, I would hope that the offenders would self-comply through town rules and conversation to keep it open, for locals and regular traffic, but if not, you could choose to just close it and everyone will have to drive around. Any questions please feel free to reach out.

Thank you,

**Spencer Howard, P.E.**

- Email in response to questions about busses from Buffy Langlois, Location Manager for First Student

Good afternoon,

All of our big buses are over 10-ton empty weight. We will take this into consideration moving forward and schedule no routes or buses going over this bridge.. There is currently no students or route impacted by not using the bridge. The driver was using it to double back when a parent was not at the stop for young student. We have a plan in place for if this happens moving forward. Which will keep us off the bridge.

Let me know if you have any other questions

Thank you

- Email from VLCT, Garrett Baxter, in response to question about agriculture vehicles,

Good morning York,

Unfortunately, the Selectboard has no authority to revoke those exemptions that are set by State law as the State has preempted municipalities from regulating them.

Certain vehicles are exempt from locally imposed weight restrictions, even when those weight limits are imposed to protect roads and bridges. The vehicles that are exempt include state and municipal firefighting and construction machinery as well as “agricultural service vehicles” that weigh less than 60,000 pounds. 23 V.S.A. §§ 4(71), 1399, 1400d. An “agricultural service vehicle” is defined as “a motor truck” that is registered with the DMV and “is used for the purpose of transporting to or from a farm either: (A) agricultural inputs, including lime, fertilizer, commercial feed, or forages; or (B) agricultural outputs, including milk, vegetables, fruit, horticultural crops, forages, or livestock.” 23 V.S.A. § 4(71). Vehicles that fit such definition do not have to abide by local weight limits, even if they are set specifically to protect a highway

or bridge. It should be noted however that, “(m)unicipalities shall not be liable for injuries or damages to agricultural service vehicles or their operators that result from crossing a posted bridge with an agricultural service vehicle that weighs more than the posted weight limit.” 23 V.S.A. § 1400d(b).

See also 23 V.S.A. § 1399(b) which states that:

*Nothing contained in sections 1391–1398 of this subchapter shall restrict the weight of:*

*(1) Snow plows, road machines, oilers, traction engines, tractors, rollers, power shovels, dump wagons, trucks, or other construction or maintenance equipment when used by any town, incorporated village, city, or the State in the construction or the maintenance of any highway, provided that such construction or maintenance is performed by persons employed by or under contract with such town, incorporated village, city, or the State for this purpose. However, any operation of motorized highway building equipment or road making appliances used in construction work contracted by a town, incorporated village, city, or the State shall be unrestricted as to weight only within a construction area.*

*(2) Municipal and volunteer fire apparatus and law enforcement motor vehicles.*

*(3) Heavy-duty tow and recovery vehicles on the Dwight D. Eisenhower System of Interstate and Defense Highways.*

Title 23, Sections 1396 and 1397a pertain to municipal authority to set weight limits on highways/bridges and covered bridges respectively.

Consequently, I think VTrans is correct. If you can't ensure compliance with the weight restrictions to ensure the safety of the bridge and those that use it, then you will need to consider closing it.

If you haven't already, I'd also recommend reaching out to Vermont Local Roads Technical Assistance at: [Vermont Local Roads Technical Assistance | Vermont Local Roads](#)

Sincerely, Garrett Baxter, Esq. Senior Staff Attorney, Municipal Assistance Center Vermont League of Cities & Towns 89 Main St. Suite 4, Montpelier, VT 05602 (802) 229-9111 [gbaxter@vlct.org](mailto:gbaxter@vlct.org) Pronouns: he, him, his VLCT.ORG

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### **Vermont 250th ANNIVERSARY RESOLUTION**

- The Selectboard will need to adopt the resolution.
- We must designate a liaison or committee to coordinate with the Vermont 250th Anniversary Commission.
- After adoption, send a copy of the resolution to the Commission.
- Optional: Discuss whether to allocate funds for local commemorations.

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## Village Covered Bridge

The Village Covered Bridge sustained a second impact on its east side before the initial damage was repaired. Vermont Heavy Timber, originally assigned for the repairs, has been unable to complete the work as scheduled. To address this, the town road crew will undertake the necessary repairs. The recent incident did not cause any structural damage to the bridge.

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## Budget Process Kickoff

We will begin the development of the FY2026 municipal budget on Monday, November 24. This process will follow an administrator-led, collaborative approach with strong engagement from department heads and the Selectboard.

### Key Steps

- Nov 24 – Dec 2: Planning & Policy Alignment  
Present proposed timeline and process to the Selectboard. Confirm priorities, financial policies, and overall goals. Draft and share the budget calendar.
- Nov 25 – Dec 8: Departmental Engagement  
Issue budget instructions and templates. Hold collaborative meetings with departments to review needs, priorities, and begin costing and budget preparation.
- Dec 8 – Jan 5: Draft Budget Assembly  
Consolidate departmental requests into a draft operating and capital budget. Perform forecasting and prepare summary sheets.
- Jan 5 – Jan 26: Selectboard Review  
Present draft to Selectboard, explain assumptions, and revise based on feedback.
- Jan 26 – Feb 2: Public Engagement  
Publish draft online, prepare summaries, and coordinate public hearing logistics.  
*While formal hearings occur later, input from the community is welcome at any time as part of this iterative process.*
- Feb 2 – Feb 9: Finalization & Adoption  
Finalize the budget based on input and Selectboard direction. Prepare official warning for Town Meeting.

Our goal is to ensure transparency, collaboration, and alignment with town priorities, building a budget that supports a healthy and resilient Waitsfield community.

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### **Animal ordinance**

The adopted Animal control ordinance officially took effect on Friday, November 21, 2025.

[https://www.waitsfieldvt.gov/fileadmin/files/Ordinances/Domestic\\_animal\\_control\\_ordinance\\_revised\\_9.22.2025\\_final.pdf?18f700c564211d2902dd143cf159b11a7b39dc15](https://www.waitsfieldvt.gov/fileadmin/files/Ordinances/Domestic_animal_control_ordinance_revised_9.22.2025_final.pdf?18f700c564211d2902dd143cf159b11a7b39dc15)

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### **Traffic Ordinance update**

Work is progressing on the Traffic Ordinance, with the goal of presenting a draft for Selectboard review at the December 15 meeting.



# IRASVILLE VILLAGE MASTER PLAN

2025





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Cover Photo: Steve Butcher

# ACKNOWLEDGMENTS

## VILLAGE MASTER PLAN STEERING COMMITTEE

|                   |               |
|-------------------|---------------|
| AnnMarie Harmon   | Josh Schwartz |
| Brian Shupe       | Luke Foley    |
| Kaziah Haviland   | Mac Rood      |
| Ira Shadis        | Sam Robinson  |
| Jonathan Ursprung | Sean Lawson   |

## TOWN OF WAITSFIELD STAFF

JB Weir, Planning & Zoning Administrator  
York Haverkamp, Town Administrator

## COMMUNITY MEMBERS

Our sincere thanks to the residents of the Town of Waitsfield and the Mad River Valley who lent their time, energy, and ideas to this planning process.

## CONSULTING TEAM



Alex Belenz  
Elena Juodisius  
Patrick Olstad  
Amelia Chandler  
Mark Kane

CHAPTER 1

# A Village of Potential: The Story of Irasville

**Project Focus Area:** The Irasville Village District, as identified on the Town of Waitsfield Zoning Map.

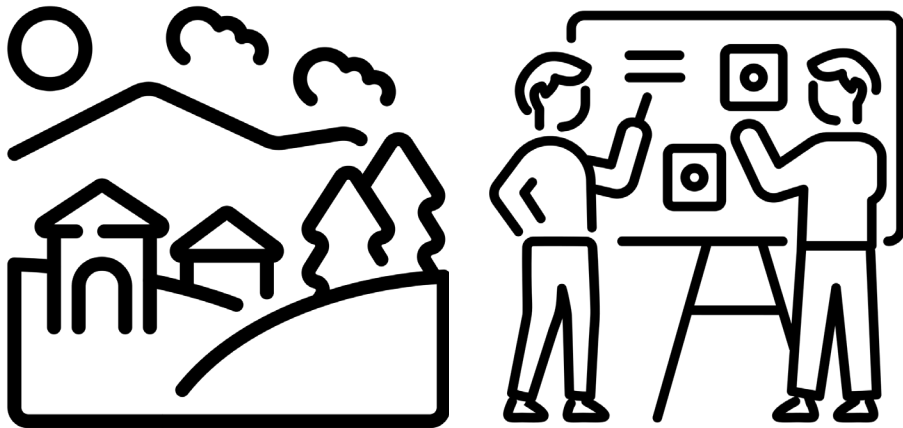




*Community gathering place. Hub of the Mad River Valley. Jumping off point for the great outdoors.*

Irasville is where the Mad River Valley comes to shop, dine, gather, and play. One of two villages in Waitsfield, VT, this area has long been envisioned as a vibrant regional center, featuring a thoughtful mix of homes, local businesses, services, and recreational amenities. For years this vision has been held back, challenged by insufficient infrastructure, natural resource constraints, and a lack of planning progress.

Thanks to sustained efforts by local and regional partners, the time is ripe to reestablish an actionable, pragmatic, and forward-looking vision and action plan for Irasville. The Irasville Village Master Plan aims to do just that.



Above: Irasville from the air (credit: Steve Butcher).

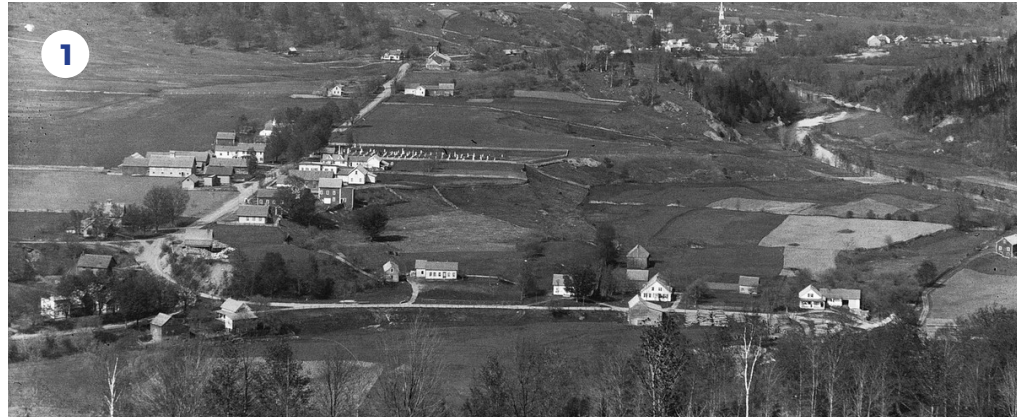
Below: Waitsfield Farmers Market on a fall day in Irasville.



# THEN & NOW: THE DEVELOPMENT OF IRASVILLE

## 1. INITIAL DEVELOPMENT

The early development of Irasville was similar to many other historic Vermont villages - a relatively dense cluster of homes and businesses surrounded by agricultural lands. Fortunately, early development was located above the floodplain of the Mad River.



### Up and Away

Irasville is a rarity in the Mad River Valley - relatively level land along the base of the valley that is elevated out of the floodplain. Historically, this has made Irasville an attractive location for development.

## 2. AUTOMOBILE-ORIENTED DEVELOPMENT

In the mid-20th century, a more automobile-oriented development pattern emerged as Irasville evolved into a commercial center. During this time, local planning focused on clustering commercial development in Irasville to avoid sprawling development patterns along VT Route 100. Accompanying this commercial development was a series of roads, commercial driveways, and large surface parking areas.



## 3. INFILL DEVELOPMENT

In recent years, some infill development has occurred in Irasville. There has also been an increased emphasis on improving pedestrian connectivity in the village. **The lack of a centralized wastewater system for the village has been the primary limitation on further infill development.**



### Infill Development

5th Quarter Butcher + Provisions (bottom right) is example of infill development - the creation of new buildings within already developed areas. Benefits include limiting sprawl and using existing infrastructure.

## Regional Context

Irasville sits on the floor of Vermont's Mad River Valley, a mountainous and well-conserved watershed where headwater streams quickly reach the main stem of the Mad River. This topography supports the Valley's vaunted outdoor recreation amenities and famous scenery while presenting real constraints and threats for local infrastructure and development, such as steep slopes and flooding.

**With flat and flood-resilient topography, Irasville will play a key role in the future climate and economic resiliency of the Mad River Valley.**



Nestled in the Valley: Fiddler's Green as seen from Wu Ledges Town Forest.

## IRASVILLE TODAY: EXISTING CONDITIONS

### LAND USE & DEVELOPMENT

- » Irasville is known as the **commercial** center of the Mad River Valley; however, it contains a multitude of other land uses. There are a number of **residences** in Irasville, with clusters of multi-family homes in the southern part of the village as well as **mixed-use buildings** with apartments located above commercial establishments. There are also several industrial operators in the village area.
- » **Irasville is far less densely developed than Waitsfield Village.** The median lot size in Irasville is 1.1 acres, compared to Waitsfield Village's zoning districts: Village Business (0.32 acres) and Village Residential (0.71 acres).

### TRANSPORTATION NETWORK

- » Irasville's transportation network consists of roads, parking areas, sidewalks, and recreational trails.
- » Historically, Irasville has had an **automobile-oriented development pattern** featuring roads, driveways, and large surface parking areas. There has been work in recent years to improve pedestrian access and trail connections; however, there are still **significant gaps in the pedestrian network**, with limited sidewalks and crosswalks.

### NATURAL ASSETS & CONSTRAINTS

- » Irasville is nestled above the banks of the Mad River at the base of a steep valley wall. Most of the village area is elevated above the 100-year floodplain. **Irasville is one of the few larger areas of flat topography in the Mad River Valley with minimal flood risk.** Historically, this has made Irasville an attractive location for commercial and residential development.
- » Irasville's flat topography supports a **significant wetlands complex**, with approximately 25 acres of wetlands. These range from low-function wetlands with little ecological value to higher-function wetlands that provide important habitat and help mitigate flooding. Historical development in Irasville has impacted these wetlands, with nearly an acre of wetlands impacts since 1992.
- » Located on the floor of the Mad River Valley, Irasville is bounded by (and contains) areas of **steep slope**. These steep areas are typically unsuitable for future development. Clearing and developing steep slopes can accelerate flood events and erosion.
- » While Irasville has significant existing development, there are also areas of **unfragmented forest and habitat** in and around the village.





(1) Northfield Savings Bank in Irasville is an example of a mixed-use building, with residential apartments above the ground-floor bank.

(2) Recent pedestrian safety improvements along Route 100. There is now a continuous sidewalk connection between Waitsfield Village and Irasville, as well as integration with the Mad River Path.



(3) A boardwalk installed by Mad River Path along Carroll Rd forms a key linkage in the transportation and recreational path network in Irasville.

(4) Wetlands along Slow Road. A 2021 study by Arrowwood Environmental found that these wetlands have little ecological value, while wetland complexes near Carroll Rd provide important habitat and flood mitigation functions.



## A Four-Season Outdoor Recreation Hub

The Mad River Valley has long been a haven for outdoor recreation, anchored by prominent ski areas. In recent years, there has been a concerted effort to broaden the Valley's year-round outdoor recreation offerings - improving quality of life for residents and enhancing the tourism economy. Significant effort has been applied to expanding the Valley's multi-use trail networks, improving trail access through trailhead and signage improvements, and enhancing promotion of warm-weather recreation opportunities.

**Irasville is the emerging center of four-season recreation for the Valley.** The Mad River Valley Recreation Hub, located in Irasville, serves as the primary trailhead for the popular mountain bike trails in Camel's Hump State Forest while also hosting the Mad River Valley Welcome Center, a bike shop, and restaurant and brewery. The Mad River Path connects the Hub to destinations throughout Irasville.



## BUILDING ON PLANS & STUDIES: PAST & PRESENT

### HELD IN CHECK: PAST EFFORTS

Community and regional partners have explored visions for a vibrant Irasville for decades. Irasville has always held potential, attracting visionary ideas and creative designs from a variety of community members and organizations. Themes from past plans for Irasville included rethinking the village's relationship to Route 100, finding opportunities for a vibrant mix of homes and businesses, and improving pedestrian access.

**Unfortunately, past planning efforts for Irasville largely did not gain traction.**

Amongst other factors, insufficient infrastructure and mixed community support contributed to a stalling out of progress. In 2008, Town voters declined to support a bond measure for the development of a community wastewater system, which had been identified as an essential step to enable infill development in Irasville while protecting water quality.

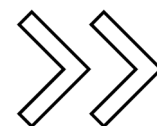
**Without community wastewater infrastructure in place, redevelopment efforts in Irasville have been significantly hindered.**



### RECENT PROGRESS & MOMENTUM

In recent years, efforts to plan for a vibrant Irasville have regained steam, catalyzed by thoughtful, iterative planning and a commitment to community engagement.

- ✓ **Waitsfield Community Wastewater Project:** a project to support environmentally responsible infill development in Waitsfield's village areas (construction expected to commence in late 2026).
- ✓ **Mad River Valley Active Transportation Corridor:** an initiative to connect the villages of the Mad River Valley with pedestrian and bicycle paths (scoping study completed in 2025).
- ✓ **Vibrant Villages Initiative:** a comprehensive update of zoning bylaws to support walkable infill development in Waitsfield's village areas (completed in 2024).
- ✓ **Waitsfield Town Plan Update:** a thorough rewrite of the Town's guiding document, identifying Irasville as the regional growth center for the Mad River Valley (completed in 2023).









# PUTTING IT ALL TOGETHER: GOALS FOR IRASVILLE

The following goals represent the highest-priority needs, opportunities, and desires from decades of planning, dreaming, and strategizing for Irasville. These planning goals were developed by the Village Master Plan Steering Committee and refined using feedback received at a community open houses in November 2024 and March 2025.

## 1. COMMUNITY DESIGN

- » Promote **village-style development** within already-developed areas of Irasville.
- » Establish a true “**Main Street**” area for Irasville as the future hub of community development.
- » Encourage a **mix of two and three story buildings** in future development.

## 2. NATURAL ASSETS & CONSTRAINTS

- » **100% of higher-function wetland areas in Irasville remain undeveloped in perpetuity and at least 85% of total wetland areas in Irasville remain undeveloped in perpetuity**, with all development impacts occurring in lower-function wetlands.
- » There is **no net loss of stormwater management and flood mitigation function of wetlands** in Irasville affecting the main stem of the Mad River.

## 3. HOMES

- » Accommodate new residents in Irasville by adding **new homes** in the service area for the planned Community Wastewater System (anticipated as up to 70 homes across the entire service area).
- » Encourage a **variety of types of homes** - apartments, townhomes, mixed-use development - including below-market-rate rentals aimed at younger households and seniors and homes for first-time homebuyers.



Main Street areas can be the hub of community gathering and events, as seen above in Steamboat Springs, CO.

### *Understanding Wetland Function*

The Vermont DEC has identified ten beneficial **functions and values of wetlands**, including wildlife habitat, flood mitigation, erosion control, recreational value, and water quality protection. For brevity, this plan uses the term “function” to refer to wetland functions and values.

A 2021 Irasville wetlands study performed by Arrowwood Environmental identified a range of wetland functions in Irasville. Some wetlands received higher scores for providing important habitat and flood storage functions; others received very low scores for offering minimal ecological value.

# PUTTING IT ALL TOGETHER: GOALS FOR IRASVILLE (CONTINUED)

## 4. BUSINESSES

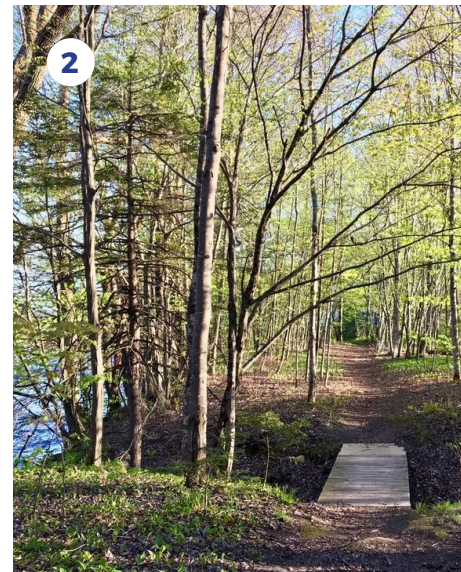
- » Encourage **mixed-use development** (e.g., ground level retail with upper story apartments) with local-serving, customer-facing commercial uses.
- » Evaluate opportunities for **redevelopment of shopping plazas** and other properties with redevelopment potential.
- » Preserve and **sustain key commercial services** in Irasville (e.g., grocery stores) and explore pathways for needed services.

## 5. TRANSPORTATION

- » Plan for new roadway connections to support the **creation of village blocks**.
- » Aim for a seamless, safe, and convenient **pedestrian and bicycle network**.
- » **Limit new surface parking** to the extent possible, including evaluating opportunities for consolidate or share parking facilities.
- » Encourage **slow vehicular speeds** and increase driver awareness of pedestrians and bicyclists on all roads in Irasville, including Route 100.
- » Promote a “**park once and walk**” experience for visitors to Irasville.

## 6. OUTDOOR RECREATION ECONOMY

- » Position Irasville as a **jumping off point** for year-round outdoor recreation pursuits.
- » Integrate **recreational trails** into the pedestrian and bicycle network.



(1) A mixed-use building in downtown Bellows Falls, VT with ground-floor commercial businesses and upper-floor residences..

(2) The Fiddler's Walk trail connects central Irasville to the banks of the Mad River and the new MRV Recreation Hub.



## CHAPTER 2

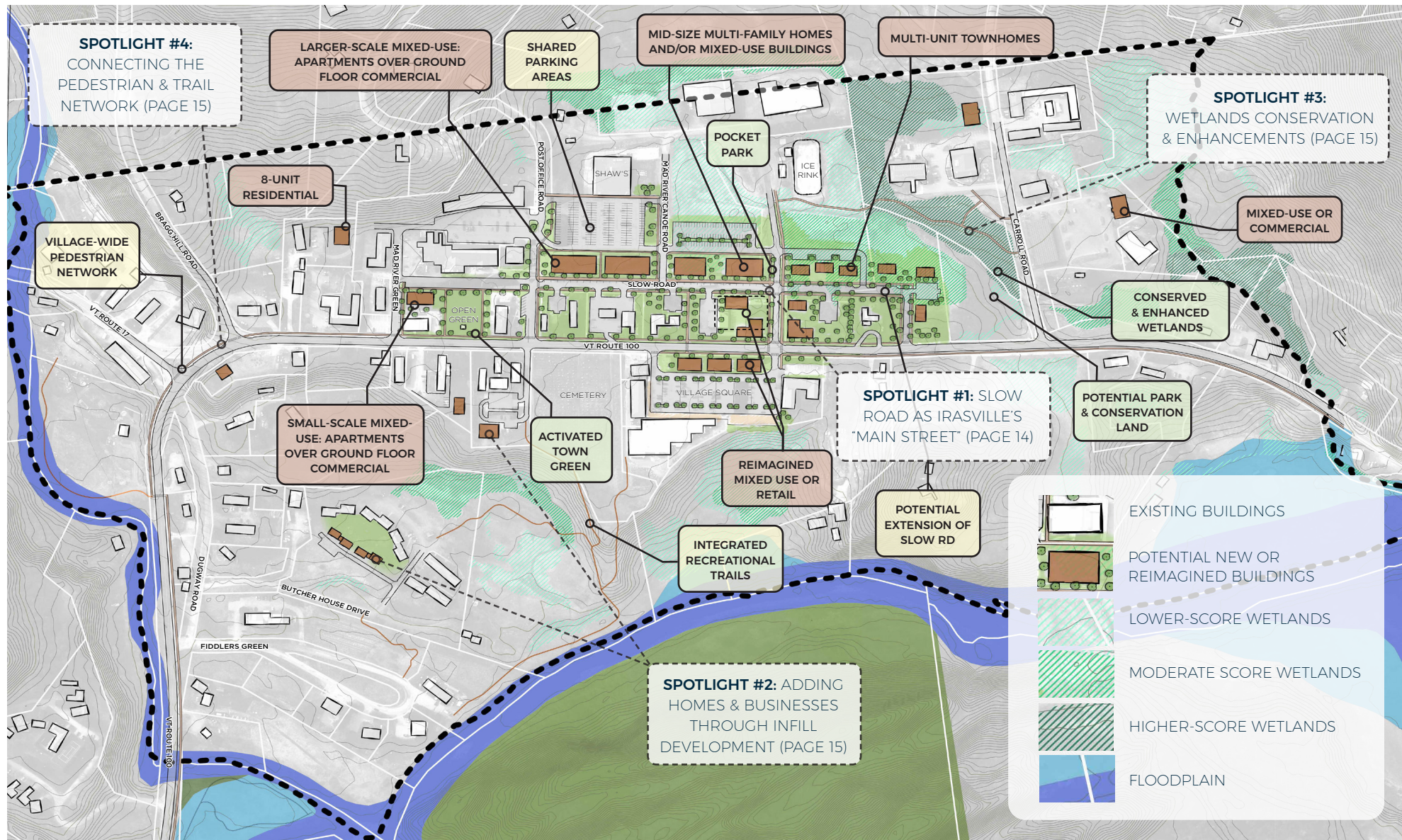
# Vibrant Village: The Vision for Irasville



*Irasville should be developed and maintained as the area's downtown core with a mix of uses that include a full range of commercial services, civic and cultural facilities, offices, multi-family housing, and upper-story dwellings where practical. - Waitsfield Town Plan, 2023*



# THE LONG-TERM VILLAGE-WIDE VISION FOR IRASVILLE



**The Vision for Irasville, Visualized.** This conceptual vision aims to demonstrate what is possible in Irasville through planning, regulation, public-private partnerships, and infrastructure investment. While the form of future residential and commercial development will be up to private property owners and developers, Town leaders and municipal partners will play an active role in encouraging and facilitating desired infill development, pedestrian safety improvements, and other village enhancements.



## SPOTLIGHTS: KEY ELEMENTS OF THE VISION

### SPOTLIGHT #1: SLOW ROAD AS IRASVILLE'S "MAIN STREET"

Great villages are anchored by great Main Streets. Slow Road has long been envisioned as a Main Street for Irasville - a hub of future development to create homes, spaces for community gathering and events, and places of business.

Key elements of this vision include:

- 1 New **mixed-use development** with public-facing, ground floor businesses and upper floor homes, as well as multi-family **apartments** and **townhomes**.
- 2 A low-speed, inviting, **pedestrian-friendly streetscape** with wide sidewalks, protected crosswalks, street trees and greenspace, and flexible spaces for outdoor dining, public art, and pop-up events.
- 3 Auxiliary driveways parallel to Slow Road provide access to additional parking areas and **enable the periodic closure of Slow Road to traffic for community events**.
- 4 A potential extension of Slow Road enables the **creation of new village blocks**.
- 5 **Shared use of existing parking areas enables** a compact, walkable development pattern with less space dedicated to new parking lots.



Looking down  
Slow Rd from the  
driveway of the  
Irasville Country  
Store.



## SPOTLIGHTS: KEY ELEMENTS OF THE VISION (CONTINUED)

### SPOTLIGHT #2: ADDING HOMES & BUSINESSES THROUGH INFILL DEVELOPMENT

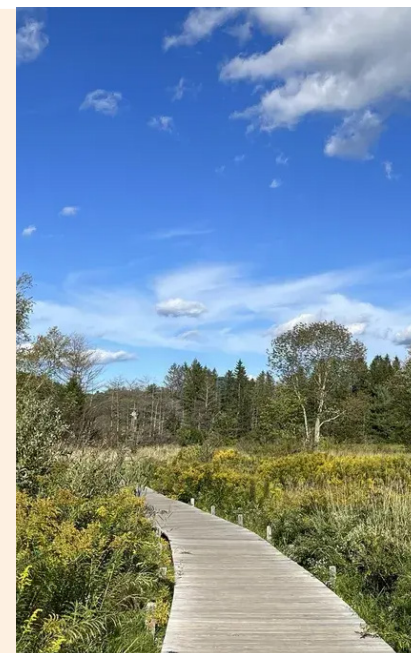
Infill development opportunities will be plentiful in Irasville once the community wastewater project is complete. Under Town zoning bylaws revised in 2024, new homes and businesses in Irasville can be created on lots as small as 1/5 acre - well below the current median lot size of 1.1 acres in the village.



- (1) A single-family home on a small lot in Shelburne, VT.
- (2) Townhomes integrated into the pedestrian network in South Burlington, VT.

### SPOTLIGHT #3: WETLANDS CONSERVATION & ENHANCEMENT

The development of the Slow Road “Main Street” will require some impacts to wetlands that have been identified as having little ecological value in previous studies. Higher value wetlands will be protected and improved using a variety of strategies, including land protection, plantings, and other enhancements to wetlands and wetland buffers.



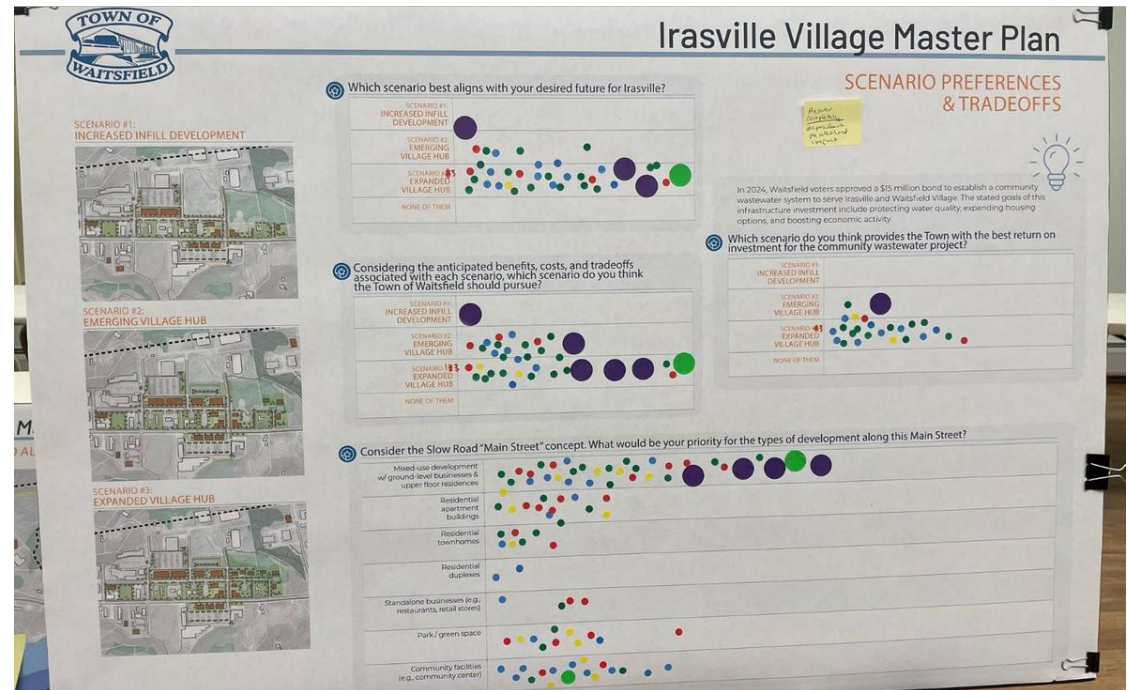
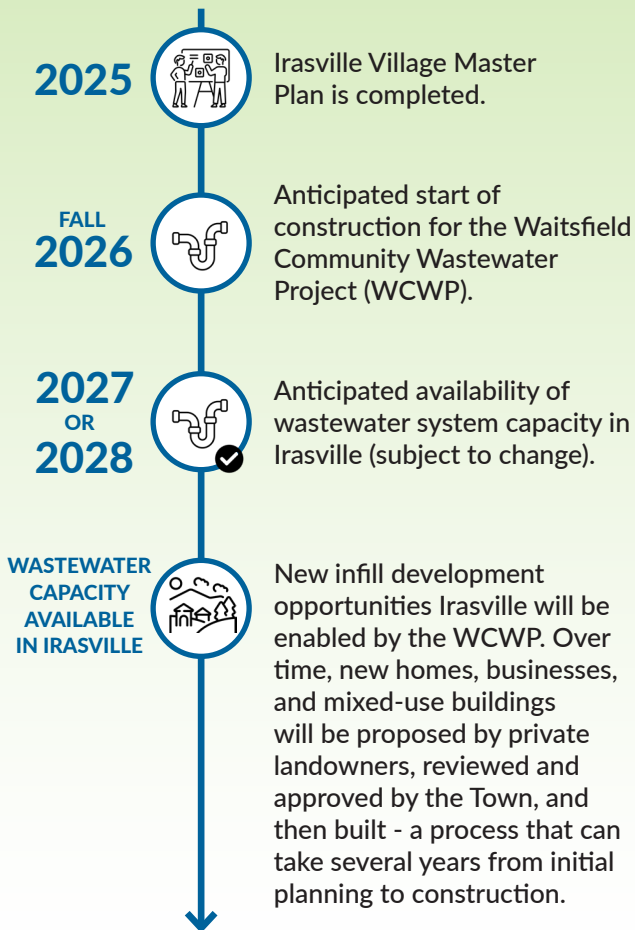
### SPOTLIGHT #4: CONNECTING THE PEDESTRIAN & TRAIL NETWORK

Through long-term efforts, sidewalks have been constructed along VT Route 100 and natural surface paths connect directly into Irasville village. There is an opportunity address gaps in these networks to create seamless connections between homes, businesses, and outdoor recreation destinations and deliver a “park once and walk” experience for visitors.





# Envisioned Timeline for Future Development in Irasville



## Public Input Highlight: Building Irasville

At a March 19th, 2025 community open house, attendees wanted Waitsfield to think big. Amongst the different potential future development scenarios presented for Irasville, there was the strongest support for the creation of a "Main Street" along Slow Road that extends multiple blocks with a mix of new residences and businesses.

*"Compact, mixed-use development, as envisioned for Irasville, can reduce reliance on the automobile, vehicle miles traveled, & inherent system energy costs—including energy costs associated with maintaining roads & related infrastructure. Targeting economic & residential growth within areas intended for more concentrated development allows people to walk or bike to their destinations & creates opportunities for public transit services between growth centers."* - Waitsfield Town Plan, 2023

## CHAPTER 3

# Three Key Actions to Move Irasville Forward



### IDENTIFYING THE KEY CATALYSTS FOR A VIBRANT IRASVILLE

There is no shortage of ideas, opportunities, needs, and challenges for implementing the vision for Irasville. To move forward on this vision, the Town of Waitsfield and its partners will need to prioritize where time, effort, and money are applied. The following **Key Actions** were identified as the most critical implementation steps with the potential to advance village vibrancy in Irasville.

- » **Action A: Implement the Community Wastewater System (p. 18).**
- » **Action B: Implement a Local & Regional Wetlands Strategy (p. 19).**
- » **Action C: Establish Slow Road as Irasville's Main Street (p. 20-21).**



# Action A: Implement the Community Wastewater System

A centralized wastewater system is needed to enable the creation of new homes and businesses in Irasville while protecting public health and water resources.

## WHAT TO KNOW:

The Town of Waitsfield is actively pursuing the implementation of the Waitsfield Community Wastewater System, with construction expected to commence in late 2026.

The system will be built and operated with no impact on the Waitsfield municipal tax rate. Grants and state and federal financing will cover implementation cost; fees paid by users of the system will cover ongoing operating and maintenance costs.

## KEY GOALS & OUTCOMES:

- ✓ *Irasville is able to grow with sustainable, walkable infill development.*
- ✓ *Local water quality and public health are protected.*
- ✓ *Cost of development for new homes and businesses is reduced and predictability of development is enhanced.*

## PLANNING CONSIDERATIONS

- » The planned wastewater system is expected to serve approximately 70 new homes and provide capacity for future commercial development, with the potential to secure additional wastewater capacity for new development in the future.
- » While there is a defined wastewater service area for the planned system, encompassing Irasville and Waitsfield Village, there is currently no policy governing how much future capacity may be allocated to any particular development or sub-area.
- » There may be opportunities to align wastewater system implementation with improvements to other infrastructure, such as **roadways and sidewalks**, in areas where wastewater utility lines will be constructed and buried. Aligning complementary infrastructure projects can save time and money.

## KEY STEPS

- » **Continue to move forward with financing and implementation planning for the planned wastewater system serving Irasville.**
- » **Identify combined wastewater & transportation infrastructure projects.** Wastewater system construction plans should consider opportunities to phase in roadway and pedestrian improvements that could be completed in a single project. For example, wastewater lines are planned to run under Slow Road, where additional improvements to the streetscape are envisioned (see p. 14 & 20).
- » **Develop wastewater allocation policies.** These policies can reserve wastewater capacity for a sub-area of Irasville (e.g., the area around Slow Road) and/or limit that amount of wastewater capacity allocated to any single project.

### Public Input Highlight: Community Wastewater Project

In June 2024, following years of planning and community discussions, Waitsfield voters overwhelmingly approved a \$15 million bond measure to fund the construction of the community wastewater system serving Irasville and Waitsfield Village.



# Action B: Implement a Local & Regional Wetlands Strategy

A comprehensive strategy is needed to balance the growth of Irasville as the flood-resilient hub of the Mad River Valley with protections for critical ecological functions provided by local wetlands.

## WHAT TO KNOW:

Irasville contains approximately 25 acres of wetlands, ranging from low-functioning wetlands with little ecological value to higher-function wetlands that provide habitat and help mitigate flooding. Since 1992, there have been over an acre of direct impacts to wetlands in Irasville.

## KEY GOALS & OUTCOMES:

- ✓ *Irasville is able to grow with flood-resilient, walkable infill development.*
- ✓ *100% of higher-function wetland areas in Irasville remain undeveloped in perpetuity.*
- ✓ *At least 85% of total wetland areas in Irasville remain undeveloped in perpetuity, with all development impacts occurring in lower-function wetlands*
- ✓ *Critical local wetland functions and scenic values are permanently conserved, including no net loss of flood mitigation function affecting the main stem of the Mad River.*

## PLANNING CONSIDERATIONS

- » Wetland functions in Irasville range from very low to moderately high. Envisioned infill development sites along Slow Road would result in impacts to wetlands with low or very low wetland functions.
- » Irasville does not have a centralized stormwater system and is believed to have a high groundwater table. Both conditions present uncertainties for how future infill development will impact wetlands, even in areas of low wetland function.
- » Wetlands impacts from development are potentially subject to permitting through the Vermont Department of Environmental Conservation and the US Army Corps of Engineers. In September 2025, Governor Phil Scott issued Executive Order 06-25. Under this order, housing development in Irasville could be exempt from some state wetlands permitting requirements if the development were to impact unmapped Class II wetlands.
- » Waitsfield's zoning bylaws permit wetlands impacts, provided that the impacts conform to Vermont Wetlands Rules and the development includes a vegetated buffer between wetland areas. For proposed developments going through Conditional Use Review, the Town's Development Review Board retains some discretion to limit wetland impacts.

## KEY STEPS

- » **Coordinate with state and federal wetlands permitting agencies** to ensure clarity on the location, type, and scale of development that will require wetlands permits.
- » **Conserve remaining wetland areas** through conservation easements, negotiated conditions of development approvals for projects impacting lower-function wetlands, and fee-simple acquisition of targeted properties. Continue to engage with local property owners who have expressed interest in putting wetland areas into conservation.
- » **Enhance flood mitigation functions of remaining lower-functioning wetlands** through plantings, reduced channelization, improved wetland buffers, and other restoration efforts. Work with Friends of the Mad River to engage property owners and identify projects.
- » **Enhance the flood mitigation function of the Town-owned pond** at the intersection of Carroll Road and Route 100.
- » **Commission further studies** to model the localized effects of potential wetlands impacts and identify opportunities for wetlands enhancements and flood mitigation projects upstream of Irasville in the Mad River watershed.

### Public Input Highlight: Wetland Conservation

Attendees at a November 2024 open house were supportive of a balanced approach to wetlands in Irasville: preserving critical wetland functions while permitting impacts to low-functioning wetlands if those impacts result in significant community benefit.





# Action C: Establish Slow Road as Irasville's Main Street

A Main Street provides a walkable central hub for community development - homes, businesses, gathering places, and events. It also promotes the orderly and efficient development and maintenance of critical infrastructure (e.g., roads, sidewalks, water/wastewater service lines) by limiting scattered development.

## WHAT TO KNOW:

Slow Road is well-positioned to serve as Irasville's Main Street, with a central location and ample development sites.

## KEY GOALS & OUTCOMES:

- ✓ A dense mix of homes and public-facing businesses extending at least two blocks.
- ✓ A traffic-calmed, pedestrian-friendly street with on-street parking that can be closed for events. Keep Slow Road slow!
- ✓ Community gathering places, indoors and outdoors.
- ✓ Parking is shared with existing nearby parking lots, reducing the amount of new parking that is needed.
- ✓ Clear signage identifies parking areas and walking routes.

## PLANNING CONSIDERATIONS

- » Future infill development along the block between Mad River Green Road and Mad River Canoe Road will necessitate retiring of the septic mound adjacent to the Shaw's parking area. This is planned to occur as part of the Community Wastewater System Project.
- » Development impacts to wetland areas along Slow Road north of Mad River Canoe Road may be subject to state and/or federal wetlands permitting, depending on the location, type, and scale of development (see Action B).
- » There will need to be coordination for the timing for new development and supporting infrastructure (e.g., wastewater, road/streetscape improvements, sidewalk).
- » The planned community wastewater system service area will cover all of Irasville and Waitsfield Village. Policies should be considered to ensure there is sufficient wastewater capacity reserved for future development along Slow Road (Action A).

## KEY STEPS

- » **Evaluate the use of a public-private partnership** through the forthcoming Community and Housing Infrastructure Program (CHIP) through the Vermont Agency of Commerce and Community Development (ACCD). Under this program, a municipality will be able enter into a master development agreement with a private landowner to approve the creation of new homes or mixed-use buildings, and then use the anticipated property tax revenues from that development to finance the costs of new infrastructure that serves the development, such as road improvements, sidewalks, and planned wastewater infrastructure. The program is schedule to go live in January 2026.
- » **Pursue phased development.** Phase 1 of development would cover the existing section of Slow Road between Post Office Road and the Skatium Driveway, with a subsequent Phase 2 for the new northward extension of Slow Road.

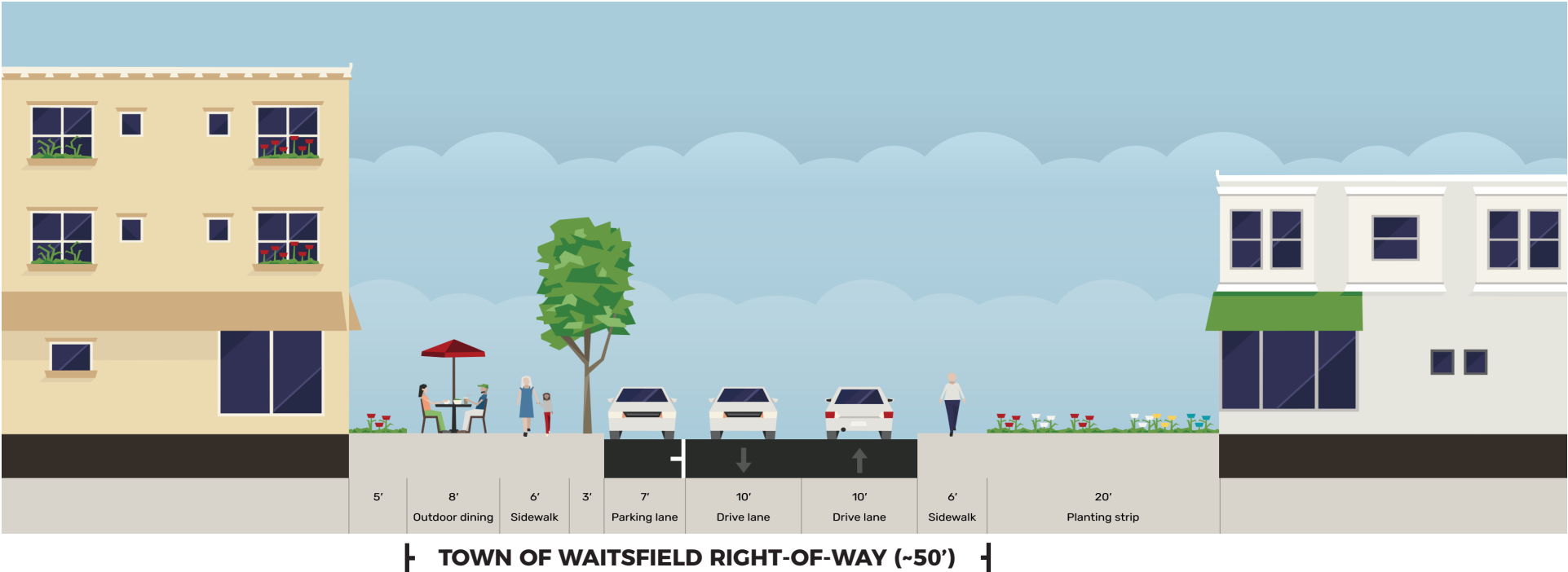
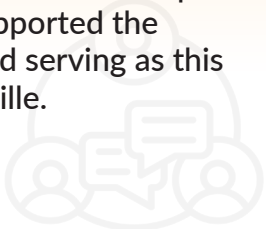


KEY STEPS (CONTINUED)

- » **Conduct preliminary engineering for streetscape improvements along Slow Road.** Evaluate approaches for stormwater retention and mitigation within the streetscape. This can potentially be supported with Municipal Planning Grant funds.
- » **Establish an Irasville Main Street organization or coalition** to educate community members about the project. Conduct events and pop-up demonstrations to showcase the potential of Slow Road as the future hub of the community.
- » **Maintain the Mad River Path trail corridor** along Slow Road using sidewalks, signage, and/or trail relocation.
- » **Create an official Town Map for Waitsfield** that shows a desired right-of-way for a potential extension of Slow Rd, as well as other desired pedestrian connections. Having this infrastructure represented on an official map can help with capital improvement planning and development approval negotiations.

Public Input Highlight: Slow Road

Attendees at the November 2024 community open house event expressed strong support for establishing a Main Street in Irasville. At the subsequent March 2025 open house, attendees supported the concept of Slow Road serving as this Main Street for Irasville.



**Future Slow Road Cross Section:** The Town of Waitsfield owns an approximately 50-foot right-of-way along Slow Road. This right-of-way is envisioned to host sidewalks, flexible outdoor spaces, and street trees and other greenery, in addition to travel and parking lanes.



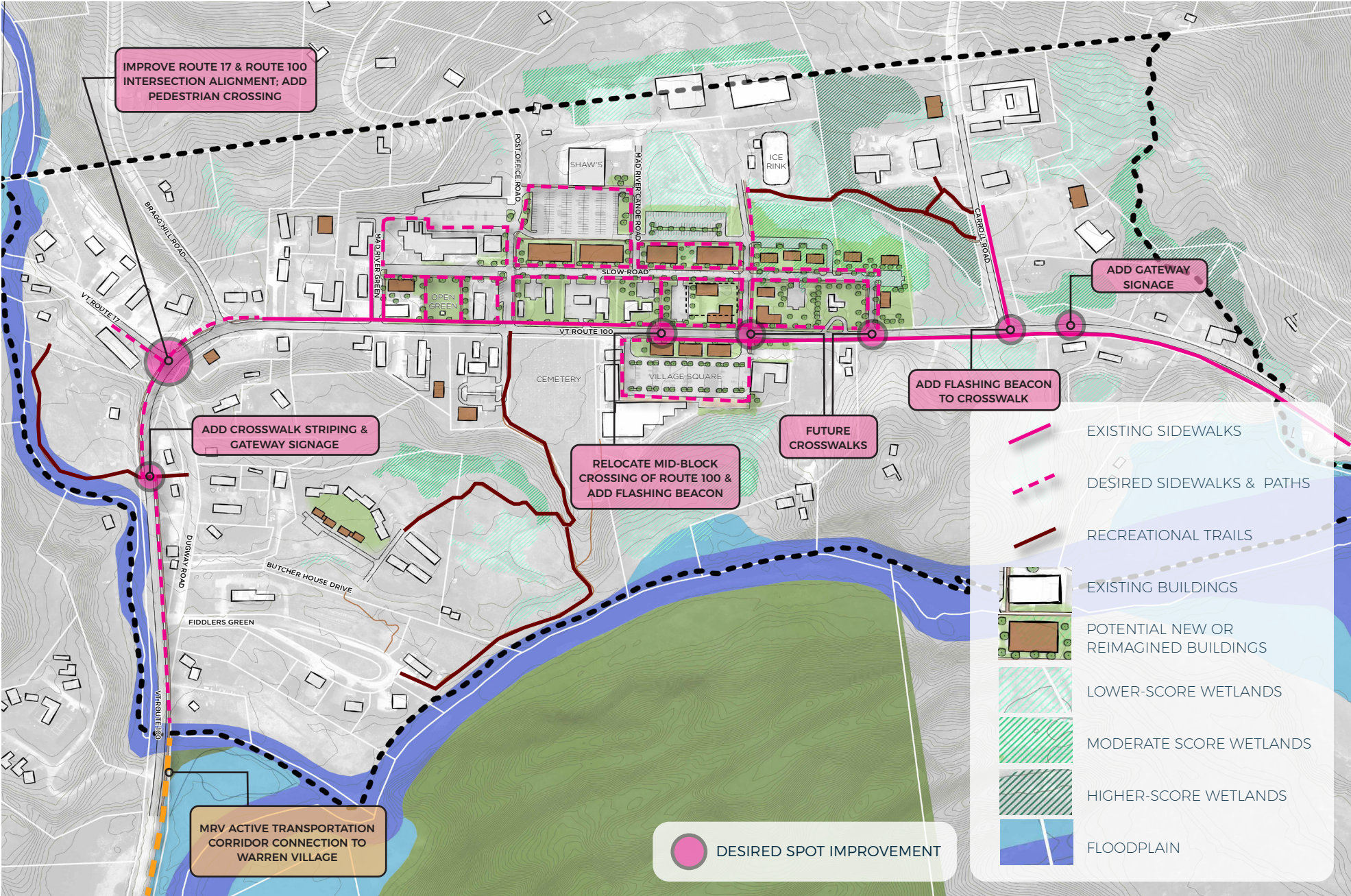
## CHAPTER 4

# Comprehensive Strategies to Complete the Vision





# TRANSPORTATION: ENVISIONED PED-BIKE NETWORK & SPOT IMPROVEMENTS





# TRANSPORTATION: RECOMMENDATIONS & IMPLEMENTATION STRATEGIES

## EXPANDING THE PEDESTRIAN AND BICYCLE NETWORK

Creating a seamless and convenient network of sidewalks, paths, and trails (as envisioned on page 22) will be a long-term endeavor. Building out this network will involve both strategic planning to address priority network gaps and taking advantage of potential opportunities as they arise.

- » **Incorporate wayfinding signage.** Pedestrian-scale wayfinding signage will support a convenient “park once and walk” experience for visitors to Irasville. Wayfinding signage can also help establish linkages between the sidewalk network and the recreational path network by describing how sidewalks can be used to connect to recreational trails and destinations, such as the Mad River Path and the MRV Recreation Hub. There already exists an standardized trailhead kiosk system throughout the Mad River Valley, including many large and small kiosks in Irasville - these existing kiosks should be incorporated into the future village wayfinding system.
- » **Evaluate potential bicycle path connections within Irasville.** The MRV Active Transportation Corridor project has identified potential pedestrian and bicycle connections from Irasville to other villages but did not explore connections within the village. The Stowe Recreation Path in Stowe, VT provides a potential case study for how to route a bicycle path through a developed village area while minimizing potential conflicts and road and driveway crossings.
- » **Create a Village Sidewalk Policy or Ordinance for future development.** As recommended during the 2024 Vibrant Villages Initiative, this policy or ordinance would establish where public sidewalks or paths would be required to be constructed with future development and provide relevant design and accessibility standards for developers.
- » **Create a Capital Reserve Fund for sidewalks.** A capital reserve fund will provide a consistent source of funding to implement sidewalk provide matching funds for grants, and cover the costs of ongoing maintenance as the sidewalk network expands.

- » **Develop an Impact Fee Policy or Ordinance.** As recommended during the 2024 Vibrant Villages Initiative, this policy or ordinance would provide the Town with the authority to levy fees on proposed developments for the purposes of contributing to the capital cost of constructing public sidewalk and/or shared use path facilities that will serve the proposed development and neighborhood area. This could also be expanded to apply to other types of needed capital infrastructure projects. Such a policy can also provide a means for developers to contribute to public pedestrian facilities in lieu of constructing facilities themselves.
- » **Pursue grant funding.** Potential grant funding opportunities include:
  - VTrans Bike/Ped Grant Program
  - FHWA Transportation Alternatives Program
  - ACCD Downtown Transportation Fund



**Stowe Recreation Path.** This multi-use path winds along the VT Route 108 corridor, connecting behind businesses and agricultural fields through a densely developed area. A similar approach could be explored in Irasville (credit: Town of Stowe).

# TRANSPORTATION: RECOMMENDATIONS & IMPLEMENTATION STRATEGIES

## CREATING SAFE STREETS FOR ALL USERS

As Irasville develops, use of the transportation network by all users - bikes, motor vehicles, pedestrians - will grow. In addition to expanding the network of pedestrian and bicycle facilities, planning for transportation system in Irasville should include measures to promote safe driving speeds, increase driver awareness, and reduce potential for conflicts at intersections and crossings.

- » **Install curb extensions at key pedestrian crossings** in Irasville village. Incorporate curb extensions into streetscape planning for Slow Road. In the short-term, deploy temporary curb extensions using materials like bollards or large concrete planters. Along Route 100, where the use of curb extensions may not be permitted by VTrans, evaluate alternative pedestrian crossing treatments, such as high-visibility crosswalk paint and rectangular rapid flashing beacons.
- » **Maintain and enforce a speed limit of 25 MPH** on all roads in Irasville - the lowest allowed by state law.
- » **Install prominent gateway signage** at the entrances to Irasville village along Route 100 and Route 17.
- » **Pursue grant funding.** Potential grant funding opportunities include:
  - VTrans Bike/Ped Grant Program
  - FHWA Transportation Alternatives Program
  - ACCD Downtown Transportation Fund
  - AARP Community Challenge Grant (for temporary improvement projects)
- » Long-term, the Town could explore the possibility of taking ownership of Route 100 in Irasville as a Class 1 Town Highway, which is currently owned and maintained by VTrans. This would allow the Town to pursue more aggressive traffic calming and pedestrian safety measures in exchange for taking on increased roadway maintenance activities and costs.



- (1) Quick-build curb extension in Burlington, VT (credit: City of Burlington).
- (2) Curb extensions help reduce pedestrian crossing distances and calm vehicular traffic speeds.



# OUTDOOR RECREATION: RECOMMENDATIONS & IMPLEMENTATION STRATEGIES

Part of what makes Irasville special is its connection to the outdoors - mountain views, trail connections, and green spaces that support community events. As Irasville grows, special attention should be paid to sustaining this tradition of outdoor spaces and access.

## PARKS & OUTDOOR SPACES

- » **Pursue the creation of a conservation-oriented park** along Route 100 south of Carroll Road. This park would protect higher-functioning wetlands and host low-impact recreational amenities, such as trails and boardwalks that connect to existing boardwalks and outdoor classroom features.
- » **Develop a partnership or agreement to permanently establish the Irasville Town Green**, which is currently privately owned. Improve parking and pedestrian access through the Green.
- » **Encourage the development of pocket parks and flexible outdoor spaces along with infill development**, particularly along Slow Road as it is developed into the village's Main Street.
- » **Explore potential improvements to the Skatium Recreation Center**, including potential four-season outdoor amenities that are connected to the adjacent recreational trail network.

## RECREATIONAL TRAILS

- » **Maintain the Mad River Path trail corridor through Irasville**, including along Slow Road, using sidewalks, signage, and/or trail relocation where needed.
- » **Activate the connection to the MRV Recreation Hub** through physical infrastructure improvements (sidewalks, crossing, signage) as well as promotional efforts.
- » **Identify “park and hike” and “park and bike” locations in central Irasville** where trail recreationalists can be encouraged to start and end their outings, increasing patronage of village center businesses.



- (1) Flexible outdoor spaces in village areas provide the infrastructure for community events and gathering.
- (2) The MRV Recreation Hub provides in-town access to vast multi-use trail systems, plus many of the amenities a recreationalist might want or need. (Credit: Mad River Valley Chamber of Commerce).

# LAND USE: RECOMMENDATIONS & IMPLEMENTATION STRATEGIES

## CHANGES TO LAND USE REGULATIONS

The 2024 Vibrant Villages Initiative resulted in changes to zoning bylaws in Irasville that support compact residential and commercial development as envisioned in this plan, while maintaining thoughtful limits on the scale and form of development to ensure consistency with the character of the area. Further changes will need to be considered to advance plan goals and ensure alignment with state law.

- » **Update zoning bylaws to reference the Irasville Village Master Plan**, including in the purpose statement for the Irasville Village District and in the provisions for Planned Unit Developments.
- » **Adopt required density bonuses for affordable housing.** Act 47 (the HOME Act), passed in 2023, requires Vermont municipalities to include a density bonus of 40% more units and a bonus of one habitable floor above the height maximum for affordable housing development in areas served by municipal water and sewer. Once the Town's wastewater system is implemented, the Town will be required to revise zoning bylaws to meet this state requirement.
- » **Encourage or require additional on-site stormwater mitigation measures for new developments.**
- » **Continue to limit building heights to three (3) stories** to align with historic development character and to limit the ability for any single development to use an excessive amount of wastewater capacity.
- » **Create a Village Sidewalk Policy or Ordinance.** (see p. 24).

### *Changes to State Land Use Law & Regional Land Use Planning*

Act 181, passed in 2024, included reforms to Act 250 (Vermont's land use law) to make it easier to build housing near existing village centers and areas that are planned for growth. Interim rules under Act 181 exempt most new housing in these areas (including Irasville) from Act 250 permitting. The next Regional Plan update by the Central Vermont Regional Planning Commission will include proposed designation areas for permanent Act 250 exemptions, with final approval by the State Land Use Review Board.

# GOVERNANCE: RECOMMENDATIONS & IMPLEMENTATION STRATEGIES

## MUNICIPAL CAPACITY & FINANCIAL HEALTH

This plan envisions significant new investments in infrastructure and community facilities to support the desired growth of Irasville as a vibrant hub for the community and region. With these investments come increased long-term maintenance obligations, which will need to be planned for. While increased property tax revenues from future development should help address ongoing costs, the Town should consider supplementary strategies and revenue sources to ensure financial health and the delivery of municipal services amidst increasing costs for goods and services.

- » **Evaluate a 1% local option tax (LOT).** A 1% LOT can be applied to any or all of the following: sales (with exemptions for essential household goods), meals and alcoholic beverages, and/or rooms. LOTs have been adopted in many Vermont towns that serve as regional hubs and/or tourist destinations, including towns like Waterbury, Stowe, Middlebury, Woodstock, Killington, and Ludlow, .
- » **Plan ahead for maintenance operations and associated capital expenses.** Consider needs such as increased road and sidewalk repairs and snow removal.
- » **Evaluate the use of public-private partnerships** for major capital projects through the forthcoming Community and Housing Infrastructure Program (CHIP) (see p. 20).
- » **Create a Capital Reserve Fund for sidewalks.** (see p. 24)
- » **Develop an Impact Fee Policy or Ordinance.** (see p. 24)



## CHAPTER 5

# The Process: How We Built This Plan



March 2025 Open House: ideas for Irasville from the next generation of community planners.

## HOW WE GOT HERE

*The vision and plan for Irasville was developed through an iterative process that involved community engagement, research, analysis, and design.*

### RESEARCH & ANALYSIS

The early part of the planning process included a site visit, a thorough analysis of existing development, infrastructure, and natural resources, and a review of past plans, studies, and current land use regulations.

### COMMUNITY & STAKEHOLDER ENGAGEMENT

The planning process included two key community open house events. An initial open house in **November 2024** saw community members weigh in on overall project direction and goals. A subsequent open house in **March 2025** provided an opportunity for members of the public to share input on initial vision, conceptual design ideas, and master plan recommendations. Individual **interviews** with key community organizations and stakeholders provided additional perspective on needs and opportunities to be addressed by the plan.

The process was overseen by the **Village Master Plan Steering Committee**, which met over a dozen times during the process to shape the development of the Master Plan. Additionally, the project team coordinated extensively with Wetlands Program staff at the VT Department of Environmental Conservation at key milestones in the planning process.

### PLAN DEVELOPMENT

The project team used the key takeaways from research, analysis, and community engagement to prepare and revise draft conceptual designs and planning recommendations, forming the Irasville Village Master Plan.

*A 1.5-year process, built on decades of planning and dreaming.*

The vision for Irasville did not emerge overnight - it is the product of many plans, community meetings, leaders, and lessons learned. Key plans and studies that informed the development of the Irasville Village Master Plan include:

- ✓ **Waitsfield Town Plan (2023)**
- ✓ **Waitsfield Vibrant Villages Initiative (2023)**
- ✓ **Waitsfield + VTrans Tiger Team Collaboration: Pedestrian Safety Improvements along Vermont Route 100 (2021)**
- ✓ **Mad River Valley Housing Demand and Market Analysis (2020)**
- ✓ **Waitsfield Water Management Mapping Project (2018)**
- ✓ **Mad River Valley Active Transportation Plan (2016)**
- ✓ **Master Development Plan for the Irasville Growth Center (2002)**

Additionally, conceptual plans and designs for infill development and improved pedestrian connectivity prepared over the years by a variety of planners and designers - Dave Sellers, Jim Sanford, Don Swain, Rennselaer Polytechnic Institute students, and others - provided essential inspiration for the designs presented in this plan.



# COMMUNITY OPEN HOUSE EVENTS: KEY TAKEAWAYS

## NOVEMBER 2024 OPEN HOUSE

Over 50 Mad River Valley residents attended the first Open House event for the Irasville Village Master Plan on November 18th, 2024. The event featured remarks from representatives of the Waitsfield Planning Commission, Waitsfield Selectboard, and Mad River Valley Planning District. Project consultants from SE Group provided an overview of initial findings and takeaways from the planning process. Residents were invited to provide feedback on initial community planning objectives using sticker dot polls placed around the room.

### KEY THEMES FROM THE EVENT

- » **Attendees were both excited and concerned about the future of Irasville.** The recent loss of businesses and community services Irasville was top of mind for many participants. At the same time, many expressed that Irasville holds great potential as a vibrant village center for Waitsfield and the Mad River Valley.
- » **Attendees were supportive of an infill development approach** for future redevelopment in Irasville, with a focus on housing, local-serving businesses, and mixed-use development.
- » **Attendees were supportive of a balanced approach to wetlands in Irasville** that preserves critical wetland functions while considering possible impacts to low-functioning wetlands if those impacts result in significant community benefit.
- » **Attendees were supportive of exploring transportation infrastructure improvements** to enhance and facilitate walkable development in Irasville, such as improved pedestrian connections and possible new roadways to create village blocks.
- » **Attendees wanted the planning process to explore enhanced recreational and community facilities**, such as a year-round recreation or community center and community gathering spaces.
- » **Attendees were supportive of exploring a mix of building heights for future development**, with a minimum building height of two stories.



Josh Schwartz, Executive Director of the Mad River Valley Planning District, addresses attendees at the November 2024 community open house event.

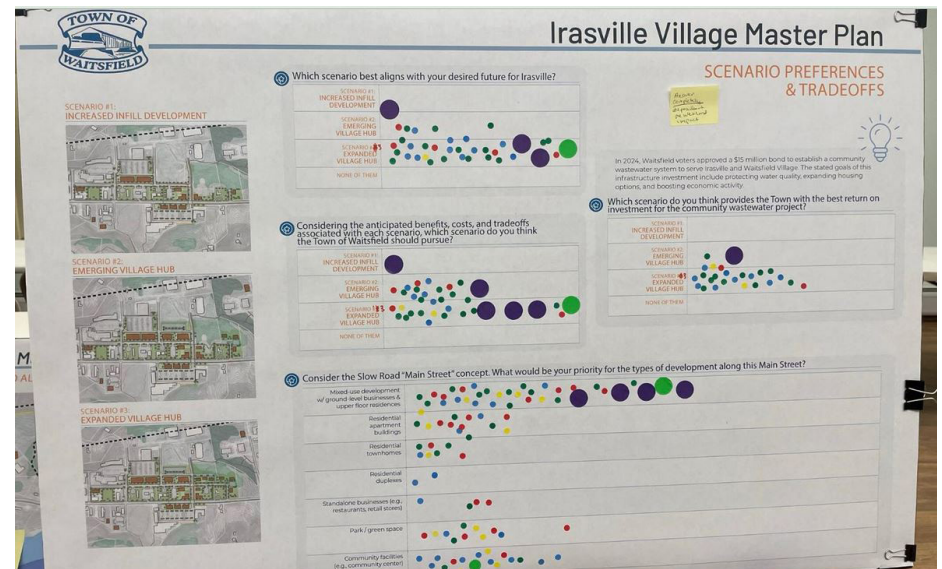
# COMMUNITY OPEN HOUSE EVENTS: KEY TAKEAWAYS

## MARCH 2025 OPEN HOUSE

More than 70 Mad River Valley residents attended the second Open House for the Irasville Village Master Plan on March 19, 2025. To support the Town in developing an actionable plan to meet community needs, Open House attendees provided feedback on different potential scenarios and forms for future development in Irasville, focused on possible infill development opportunities along Slow Road. Through conversations, sticker dot voting, and written comments on poster boards, attendees provided their feedback and ideas while being asked to consider the benefits, costs, and tradeoffs associated with different forms and scales of development.

### KEY THEMES FROM THE EVENT

- » **An opportunity to think big.** Amongst the different potential future development scenarios presented, there was the strongest support for the creation of a “Main Street” along Slow Road that extends multiple blocks with a mix of new residential and commercial development.
- » **Mixed-use development is wanted.** An example three-story design with ground-level retail and upper-floor residences received the most support of all types of development presented, with the highest number of votes to encourage or incentivize this style of development.
- » **Wetland considerations** play an important role in determining suitable development locations, preserving ecological functions, and guiding planning decisions. This theme remained consistent across both open house events.
- » **Improving pedestrian connectivity** and **providing community gathering spaces** were both top of mind for many attendees.



Input recorded from March 2025 open house attendees.



# Appendices

## Vermont 250<sup>th</sup> ANNIVERSARY RESOLUTION

A resolution of the [City or Town] of Waitsfield, State of Vermont, supporting the Vermont 250<sup>th</sup> Anniversary Commission;

WHEREAS, Vermont Governor Phil Scott signed an executive order to create the Vermont 250<sup>th</sup> Anniversary Commission on December 15, 2020, to plan, encourage, develop, coordinate, and promote observances and activities to be held in Vermont in commemoration of the historic events associated with the 250th anniversary of the 1776 signing of the Declaration of Independence, the Revolutionary War between 1775 and 1777, the founding of Vermont in 1777, and the creation of the political foundations of the United States of America;

WHEREAS, the Vermont 250<sup>th</sup> Anniversary Commission hopes to engage all 252 cities and towns through their many programs, projects, and events over the next several years, thereby inspiring future leaders and celebrating Vermonters' contributions to the nation over the last 250 years;

WHEREAS, by adoption of the Vermont 250<sup>th</sup> Anniversary Commission, we hope to inspire Vermonters to learn from the history, legacy, and context of the past to build stronger communities for the future.

RESOLVED, the [City or Town] of Waitsfield officially establishes a liaison or local committee made up of a diverse group of citizens or an individual to work with the Vermont 250th Anniversary Commission on any or all activities. The participant(s) of the [City or Town] of Waitsfield are voluntary roles and there will be no compensation for participation.

(OPTIONAL) RESOLVED, [City or Town] of \_\_\_\_\_ may provide funding for planning or implementation of 250<sup>th</sup> related commemorations in their community or region as available.

RESOLVED, that a copy of this resolution be sent to the Vermont 250<sup>th</sup> Anniversary Commission.

ADOPTED by the Selectboard of the [City or Town] of Waitsfield, the State of Vermont, this 24th day of November, 2025.

Mayor/Town Manager/Select Board

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## Key Pillars of Our Budgeting Process

To align our budget with the community's priorities and focus on the results that matter, we have adopted key pillars to guide our budget process.

### Key Pillars of Our Budgeting Process:

1. **Sustainability**

We are dedicated to ensuring our budget supports long-term environmental and economic health. Every financial decision will consider future generations, helping us build a sustainable town.

2. **Efficiency and Effectiveness**

Our goal is to maximize the value of every dollar spent by streamlining operations and focusing on delivering high-quality services that meet the needs of our community.

3. **Transparency**

We will provide clear and open communication about fund allocation. You'll have access to understandable financial reports and updates, enhancing trust.

4. **Fiscal Responsibility**

We promise to manage the town's finances prudently, ensuring accurate cost estimations for service delivery, addressing past budget issues.

5. **Realistic Budgeting**

By accurately reflecting actual expenses, we ensure our budget truly represents the town's financial requirements, avoiding discrepancies.

### Key Pillars in Action:

- **Informed Decisions:** Expect more data-driven, strategic decisions focused on delivering tangible results.
- **Community Engagement:** To ensure that the budget reflects the community's priorities, we will provide updates on the development of the budget in the Town's e-newsletter and advertise opportunities for residents to provide feedback on budget priorities and share questions, concerns and/or ideas at Selectboard meetings, through surveys, and, as always, by contacting Selectboard members directly.
- **Accountability:** Increased transparency will provide better visibility into how tax dollars are utilized, fostering trust and accountability.

# Waitsfield Budget Development Timeline

*Starting November 24th*

While certain phases, such as public engagement, are shown later in the timeline, community input is welcome at any time. A collaborative approach ensures that together we can build a healthier, more resilient community.

## **Phase 1: Planning & Policy Alignment (Nov 24 – Dec 2)**

Administrator meets with Selectboard to discuss priorities, financial policies, and overall goals. Drafts and shares budget calendar.

## **Phase 2: Departmental Engagement (Nov 25 – Dec 8)**

Issues budget instructions and templates. Holds collaborative meetings with departments to discuss priorities and begin costing and budget preparation.

## **Phase 3: Draft Budget Assembly (Dec 8 – Jan 5)**

Consolidates departmental requests into draft operating and capital budget. Performs forecasting and prepares summary sheets.

## **Phase 4: Selectboard Review (Jan 5 – Jan 26)**

Presents draft to Selectboard, explains assumptions, and revises based on feedback.

## **Phase 5: Public Engagement (Jan 26 – Feb 2)**

Publishes draft online, prepares summaries, and coordinates public hearing logistics.

## **Phase 6: Finalization & Adoption (Feb 2 – Feb 9)**

Finalizes budget based on input and Selectboard direction. Prepares official warning for Town Meeting.



# TOWN OF WAITSFIELD, VERMONT

## Selectboard Meeting Minutes

Monday, November 10, 2025

**Draft**

**Members Present:** David Babbott-Klein, Fred Messer, Brian Shupe, Larissa Ursprung

**Staff Present:** York Haverkamp, Town Administrator

**Others Present:** Emma Delphin, MRVTV, Alice Peal, Erin Vreeken

**I. Call to Order:** The meeting was called to order at 6:30 pm by Brian Shupe. The meeting was held in person at the Waitsfield Town Office and remotely via Zoom.

### II. Regular Business

#### 1. Review agenda for addition, removal, or adjustment of any items per 1 VSA 312(d)(3)(A).

The order of agenda items was adjusted.

#### 2. Public Forum.

Alice Peal provided some clarifying information about the Bike/Ped and Transportation Alternatives grant programs, noting that the Minutes of October 27 should be amended for accuracy.

#### 3. Consideration of First Class Liquor License application for Mad Moose Bar and Grill.

Erin with Mad Moose provided some information about her family's plans to open a restaurant in the former Blue Stone space. She noted that all of the staff has completed required alcohol training.

**MOTION:** *Mr. Messer moved to approve a First Class and pending Third Class License for Mad Moose Bar and Grill. The motion was seconded by Mr. Babbott-Klein, and passed unanimously.*

#### 4. Meadow Road bridge discussion.

Alice Peal had provided a summary of the bridge's condition, as well as images of potholes/cracks on both sides of the bridge decking where it meets the curb and the railing, explaining that this is causing the deterioration of the bridge. She also noted that one I-beam appears to be bowing. Ms. Peal explained that wider vehicles will come into contact with the edges, furthering the damage; placing Jersey barriers at the approaches to the bridge to keep wider vehicles off the bridge is a possible strategy; it was agreed that turning around at these points could be difficult. Mr. Haverkamp explained that VTrans would allow posting the bridge for an 8-ton weight limit, but that if enforcement of that is not possible, the bridge will need to be closed. Several strategies to aid in enforcement of the lower limit were discussed, with it being agreed to:

- Communicate information to the public through various media/platforms
- Establish an account with DMV as necessary in order to allow posting and enforcement
- Request that Sheriff Department hours be devoted to monitoring Meadow Road bridge traffic
- Contact fuel companies, trash collection companies, and others who use heavy vehicles

- Rent an electronic sign to provide notice on Route 100
- Speak with First Student/HUUSD so that they can determine if a smaller bus will meet the weight limit or if a route change is necessary
- Install cameras for the purpose of gathering data regarding high volume times and vehicle sizes
- Adjust or remove existing road weight limit signs, to avoid confusion
- Communicate with emergency responders and the Road Department

It was agreed that, due to the number of unanswered questions regarding the covered bridges and associated weight limits and work needed, to only register the Meadow Road bridge with DMV at this point.

Ms. Peal noted that the engineer who has been involved in these discussions has pointed out that if repair of the existing holes is undertaken, a higher quality concrete should be used.

It was agreed that a temporary bridge should be applied for, particularly as the 2024 flooding which closed Routes 100 and 100B as northern entrances to the area, at a point when numerous daily trips were necessary by fully loaded dump trucks, led to accelerated deterioration of the bridge.

Mr. Haverkamp indicated that there is some potential for repairs to take place which will allow for an increase to the posted weight limit, and that RFPs have been published regarding submission of proposals for this work.

**MOTION:** *Mr. Babbott-Klein moved to revoke all previously approved overweight exemptions and permits for the Meadow Road Bridge, and to approve publication of the Public Notice regarding the new 8-ton weight limit. The motion was seconded by Mr. Messer, and passed unanimously.*

## **5. Town Garage – consideration of proposals and acceptance of a bid.**

Mr. Haverkamp noted that the Town had received 10 proposals, outlining planning and potential costs for Town Garage design work. It was agreed to review these in Executive Session.

## **6. Executive Session.**

**MOTION:** *A motion to find that premature general public knowledge would clearly place the public body or a person involved at a substantial disadvantage passed unanimously.*

**MOTION:** *A motion to enter Executive Session per 1 VSA §313(a)(1)(A) [contracts], inviting Mr. Haverkamp to join, passed unanimously.*

The meeting entered Executive Session at 7:30 pm and returned to open session at 8:27 pm.

Ms. Ursprung explained that the number of proposals to be considered had been reduced to four, and that those finalists will be interviewed and references obtained before a final decision is made.



Mr. Shupe left the meeting at this point.

## **6A. Approval of Minutes**

The Minutes of 10/27/2025 were amended and approved.

## **7. Consent Agenda.**

**APPROVAL:** *A motion to approve the Consent Agenda passed unanimously.*

- Approve Joy Restaurant Third Class Liquor License
- Approve Bills Payable & Treasurer's Warrants
- Approve use of Flemer Field for Highlander Youth Lacrosse

## **8. Town Administrator's Report.**

Mr. Haverkamp reported that FEMA has approved some reimbursements for work, both completed and ongoing, related to the 2024 flooding. He pointed out the PACIF information that was included in the meeting packet for Board awareness, and noted that he continues to work on the matter of the Great Eddy Bridge capacity.

## **9. Selectboard Roundtable.**

Mr. Babbott-Klein indicated that he would summarize information regarding grant opportunities for the Board and others.

Ms. Ursprung explained that she will be out of town for an extended period and attending meetings remotely, and suggested that another Board member might attend the ongoing discussions with Warren and Moretown regarding traffic calming.

## **V. Other Business**

**1. Correspondence/reports received** were reviewed.

## **VI. Adjourn**

The meeting adjourned at 8:41 pm.

Respectfully submitted,  
Carol Chamberlin, Recording Secretary

November 17, 2025

Jennifer Peterson and Select Board Members  
Town of Waitsfield  
4144 Main Street  
Waitsfield, VT 05673

Dear Jennifer and Select Board Members:

With this letter, the Family Center of Washington County respectfully requests to be added to the Town Meeting Warning on Town Meeting Day 2026 with a funding request for \$500, the same as last year.

During our last fiscal year, July 1, 2024 – June 30, 2025, it has been our pleasure to serve **38 individuals** of the **Waitsfield Community** through our array of child development and family support services. A summary report and funding request application are included with this letter.

**In Waitsfield we provided the following services to community members:**

- 19 individuals used childcare financial assistance with help paying for childcare
- 2 individuals received information and general service referrals
- 5 children received Early Intervention support for children from birth to 3
- 1 family benefited from Welcome baby supports
- 2 individuals benefited from our food pantry
- 1 child benefited from our Diaper Bank
- 6 individuals used CIS childcare supports
- 2 individuals benefited from Family Support Home Visiting

**In Central Vermont we provided the following Services:**

- **22 children** enrolled in our 5 STARS Early Childhood Education program.
- **340 children** received Early Intervention support for children from birth to age 3.
- **47 families** participated in Family Support Home Visiting.
- **20 families** benefited from Parents as Teachers Home Visiting curriculum.
- **200 individuals** received Specialized Child Care support.
- **75 families** were assisted in finding childcare through our referral services.
- **584 families** received help paying for childcare.
- **71 parents** received information and general services referrals.
- **28 parents** and 31 children participated in Parent Education sessions.
- **299 parents and 335 children** engaged in our weekly playgroups.
- **206 parents and 214 children** joined us in community events.
- **72 parents and 27 children** participated in parent support groups.
- **817 children** received diapers, with **21,772 diapers** distributed.
- **210 parents and 245 children** benefited from our food pantry.



- **663 parents and 939 children** received food deliveries through our gleaning program.
- **1512 ready-made meals** were distributed to families in need.
- **217 parents and 340 children** received financial support during times of hardship.
- **87 families** received case management for housing services.

**In total**, we served **over 3,580 individuals** in Central Vermont that were positively impacted by The Family Center from July 1, 2024, to June 30, 2025.

Your support is important – it helps us continue our work in the community and demonstrates to government agencies and private foundations that we have the support of communities where we provide services. We look forward to continuing our activities in your town during the coming year.

**Thank you for your continued support!**

Sincerely,

*Claire Kendall*

Claire Kendall  
Executive Director