

## JOHNSON PLANNING COMMISSION

### 26 JULY 2021 SPECIAL MEETING

#### MINUTES - DRAFT

Members (P=Present; A=Absent)

Charles Gallanter (P), David Butler (A), Greg Tatro (P), Kim Cotnoir (P), Kyle Hill (P), Rob Rodriguez (P), Shayne Spence (P), Paul Warden (P)

Start: 7:04 PM (Kim Cotnoir joined at 7:25pm)

Topics:

1. Approval of 12 MAY 2021 meeting minutes – Reviewed; Shayne moved to accept as written, Rob seconded. No further discussion, passed unanimously.
2. TOJ Email accounts – Shayne will email all members their account information (format: [pwarden@townofjohnson.com](mailto:pwarden@townofjohnson.com)). Sign in at *office.com*.
3. Reminder to all that we received a sewer extension request from Drew Fairbanks, which relates to our next task from the Selectboard – to draft a water and sewer extension policy for the SB’s consideration.
4. By-laws – Review of draft; intent is to post on JPC section of TOJ website. Shayne moved that we accept the bylaws as written (with comments deleted), Greg seconded. Some discussion regarding the wording concerning length of terms; no changes made. Rob agreed to renaming of Vice-Chair position as Vice Chair/Clerk so we meet statute requirements of having a Clerk. Passed unanimously.
5. JPC Introduction for TOJ website – Paul suggested an addition to the JPC section of the TOJ website to orient readers to the JPC’s mission and to provide context for the bylaws. Some discussion regarding leading with the phrase “promote economic development” – all seemed to agree it is part of our mission, but that a lot of our time is spent on other tasks. Agreed to leave. Re “Philosophy” section, we discussed that transparency/public participation required by Vermont’s OML but worth reiterating, and that open and respectful discussions have been important to JPC’s work. Shayne moved the Introduction be accepted as written, Kyle seconded. No further discussion. Passed unanimously.
6. Class IV Roads – Hydrologically connected portions  
We discussed the Selectboard’s feedback that numerous road classifications is an unwieldy/impractical goal given the time required for public meetings. Agreed to pare our recommendations down to only those sections of Class IV Road that are shown as (1) “Hydrologically Connected” and (2) “Do Not Meet” (red) or “Partially Meet” (orange) the erosion control requirements on the current ANR maps (realizing some may have to be re-visited in the future if classifications change and/or sections indicated as “incomplete data” are ground truthed). Charlie had obtained maps from Rob Moore of LCPC showing each of the 10 Class IV road in Johnson with hydrologically connected and problematic segments (much appreciated!). Each road was reviewed on the maps and discussed, resulting in the recommendations

shown below. Kyley moved that the recommendations below be accepted by the JPC and Shayne seconded. No further discussion. Passed unanimously.

**Table 1. JPC Class IV Road recommendations, 26 July 2021.**

	Road Name	Recommendation	Rationale
1	Basin Road	Leave as Class IV	ANR map shows no “hydrologically connected / do not meet” segments
2	TH47	<b>Reclassify as Trail</b>	No passable route through wetland (shows as wetland on ANR maps, so improvements not feasible without moving the road. Upper portion of road is still visible in the woods, should maintain Town right of way.
3	Reservoir Road	Leave as Class IV	ANR map shows no “hydrologically connected / do not meet” segments
4	TH12	Leave as Class IV	ANR map shows no “hydrologically connected / do not meet” segments
5	Patch Road	Leave as Class IV	ANR map shows no “hydrologically connected / do not meet” segments. Noted that ANR map shows “incomplete data” at the southern terminus (segments 148130, 148131, 148132 and 148115); this sections appears on AOT maps as “unimproved road”. Patch Road no longer visibly connects to Route 100C.
6	Hoag Road	<b>Convert segment XXXXX to Trail.</b> Leave both ends as Class IV.	Only 1 section is mapped as “hydrologically connected / do not meet”. Potential area for future development, should maintain road status at both ends.
7	Lamb Road	Leave as Class IV	ANR map shows no “hydrologically connected / do not meet” segments
8	Prospect Rock Road	<b>Convert to Class III road from Hogback Rd to Osborne and Champney driveways.</b> Leave upper portion as Class IV (the upper sections meet erosion control criteria or are not hydrologically connected except last 2 segments that are marked as “incomplete data”).	The upper portion recommended to be reclassified (Segments XXXX) is currently mapped as “Partially Meets” erosion control requirements. JPC noted the substantial use of the road in all seasons for recreation and believes Prospect Rock is a Town asset and should be made more accessible to townspeople and tourists. Further, the Town is currently solely responsible for maintaining the culverts in this section; reclassifying as Class III would make federal money available for repairs in the event of storm damage. The JPC felt it is likely that infrastructure grant funding could be used

			to upgrade the road to Class III condition and that the Town should pursue this vigorously.
9	Drag Lot Road	Leave as Class IV	ANR map shows no “hydrologically connected / do not meet” segments
10	Mine Road	<b>Convert segment XXXX to Trail</b> Note: Extend the adjacent “LT1” (Legal Trail 1) section westward to include the “hydrologically connected / does not meet” section.	Remainder of road is passable by truck and meets erosion requirements.

The discussion of roads brought up two other issues:

- Lendway Lane: (1) Rob brought up that Lendway Lane is apparently locally thought to be Class III but shown as Class IV on AOT maps – why the discrepancy? (2) Greg brought up the idea of reconnecting it to Route 15 (using old road right of way) via the old Culman gravel pit. It was briefly discussed that benefits would include another route out of town center during flooding (resiliency) and to open a substantial land area to development (economic development).
- Flashing stoplight needed in Village center, at junction of route 15 and either School Street or Railroad street. Greg brought this up; said he thought the increased traffic flow means the time has come. Benefits: traffic calming and improved egress from School/Railroad Streets.

As neither item was on the Agenda, it was agreed to table discussion and address at a later date. No action taken.

7. The JPC briefly reviewed a draft response to the Selectboard’s redlined version of JPC’s Feb 2020 proposed Class 4 road policy. Agreed to finalize at next meeting.
8. Adjourn – Shayne moved, Greg seconded, passed unanimously. (9:04PM)