

CHARLOTTE SELECTBOARD MEETING
Monday, October 24, 2022
Charlotte Town Hall 159 Ferry Road and via teleconference

APPROVED

SELECTBOARD MEMBERS: *In person:* James Faulkner, Chair, Frank Tenney, Vice Chair
Remote: Matthew Krasnow, (remote), Lewis Mudge, (remote), Louise McCarren, (remote)

ADMINISTRATION: Dean Bloch, Town Administrator (*in person*)

OTHERS:

In person: Karen Wendeln, Alex Dobbs, Jeremy Matosky, Claudia Mucklow, Sue Moraska
Liberty Darr, JD Herlihy, Damaris Herlihy, Karen Sentoff, Jenn Conley, Chris Asquith, Rene
Sanchez, Peter Joslin, Charlie Baker, Maura Wygmans, Jennifer Adsit, Dana Hanley, Justin
Bliss, John Snow, Patrice Machavern, Chris Davis, Marc Richter, Mark Sanchez

Remote: Bill Fraser-Harris, Bill Regan, Carla Von Trapp Hunter, Carrie Spear, Deidre Holmes,
JDK, Junior Lewis, Annie Richter, Michael O'Brien, Teri O'Brien, Nancy Faulkner, Paul Plante,
Laura St. George, Rebecca Foster, Rob Mullin, Sai Sarepalli, Tyler Lewis, Kate Kelly, Jonathan
Silverman, Bill Regan, Mary Mead, Margaret Woodruff, Larry Lewack

AGENDA ITEMS:

- 6:00 PM Site visit—1555 Spear Street for 6:45 PM agenda item
- 6:30 PM Adjustments to the agenda
- 6:31 PM Approve warrants to pay bills
- 6:35 PM Committee requests for unbudgeted expenditures (time allotted if needed)
- 6:40 PM Minutes: September 26, September 27, October 4, October 10
- 6:45 PM Ulrich and Karen Wendeln – request for a Highway Access Permit (HAP-22-14)
to construct an access for a single family dwelling, accessory dwelling and
agricultural/silvicultural uses at 1555 Spear Street
- 7:00 PM Public comment
- 7:05 PM East Charlotte Traffic Calming study
- 7:30 PM Charlie Baker, Executive Director of Chittenden County Regional Planning
Commission – annual report
- 7:45 PM Presentations on proposed FY24 budgets
 - Assessor (7:45 pm – 7:50 pm)
 - Lewis Creek Association (7:50 pm – 8:00 pm)
 - Trails Committee (operating & reserve fund) (8:00 pm – 8:10 pm)
 - Library (8:10 pm – 8:20 pm)
 - CVFRS-preliminary (8:20 pm – 8:35 pm)
- 8:35 PM Consider appointments to the Recreation Commission and Clean Water Advisory
Committee

8:40 PM Appeal by Gregg and Elizabeth Beldock of BCA decision to Superior Court, Chittenden Unit, Case No. 22-CV-03462; authorize Town Attorney to enter an appearance

8:45 PM Planning grants to assist with updating Land Use Regulations

8:50 PM Approve Certificate of Adoption for Charlotte Annex of the Chittenden County All Hazards Multi-Jurisdictional Plan

8:55 PM Town Garage

9:00 PM Selectboard updates

9:05 PM Adjournment

James Faulkner called the meeting to order at 6:30 p.m.

Site visit—1555 Spear Street for 6:45 PM agenda item

James Faulkner reported that the site visit did take place on this date around 6pm.

Adjustments to the agenda

None.

Approve warrants to pay bills

Warrants were signed.

Committee requests for unbudgeted expenditures (time allotted if needed)

None.

Minutes: September 26, September 27, October 4, October 10

MOTION by Matthew Krasnow, seconded by James Faulkner, to approve the Charlotte Selectboard meeting minutes for September 26, 2022, as may be amended. VOTE: 5 ayes, 0 nays; Motion Carried.

MOTION by Lewis Mudge, seconded by James Faulkner, to approve the Charlotte Selectboard meeting minutes for September 27, 2022, with the edit of Lewis Mudge being in attendance in person from virtual as of 7:25 p.m. VOTE: 5 ayes, 0 nays; Motion Carried.

MOTION by Louis McCarren, seconded by Frank Tenney, to approve the Charlotte Selectboard meeting minutes for October 4, 2022. VOTE: 5 ayes, 0 nays; Motion Carried.

MOTION by Frank Tenney, seconded by Louis McCarren, to approve the Charlotte Selectboard meeting minutes for October 10, 2022. VOTE: 4 ayes, 0 nays, (1 abstention, Mudge); Motion Carried.

Ulrich and Karen Wendeln – request for a Highway Access Permit (HAP-22-14) to construct an access for a single family dwelling, accessory dwelling and agricultural/silvicultural uses at 1555 Spear Street

James Faulkner stated that he was present along with Louise McCarren, Dean Bloch and some

members of the public at the site visit.

Jeremy Matosky stated that he's a Civil Engineer, President, and CEO owner of Trudell Consulting Engineers in Williston, VT. He said this is a Highway Access Permit application for a 130 acre parcel of land at 1555 Spear Street. The Wendelns are seeking approval for a driveway and a curb cut. The purpose of the driveway would be for three different uses. One would be to access agricultural land in the back southeastern portion of the property. Another would be for forest management and they have a forest management plan in place. This includes thinning out of invasive species and maintaining the forest. The last and final purpose of the driveway is for potential future use for a home.

The location of the driveway includes good sight distance, and the necessary grade of the driveway can be easily obtained with the location they have chosen for it. There is also an area adjacent to Spear Street that would allow for storm water treatment if needed in the future.

James Faulkner and Frank Tenney stated that the location of the home needs to be declared. Jeremy Matosky stated that the main purpose of the driveway at this time is for agricultural use, but he feels it's appropriate, for time sake, to ask for all three at once. Matthew Krasnow stated that he recalls previous instances where the Selectboard declared that it was too early for residential curb cut application until after a sketch plan was closed and before a final hearing was open. Dean Bloch stated that that is the case for a subdivision. Frank Tenney concurred and stated that this parcel isn't part of a subdivision at this time. If at such a time the owner decides to build a home they will need to go to the Zoning Administrator for approval.

Jeremy Matosky stated that a few months ago the owners went to the DRB with a sketch plan for a two lot subdivision on the property but they were met with resistance so they adjusted the plan to a single building lot subject to any regulations as it stands today. Frank Tenney stated and James Faulkner concurred that the Selectboard cannot approve the driveway for potential future residential use as the proposal doesn't include all that is required for such. Karen Wendeln stated that this is an application to access the property for agricultural use. Dean Bloch stated that zoning wise it simply requires a zoning permit.

Annie Richter asked by what process will the land use regulations be used on this high public value property? Frank Tenney stated that that would be determined by the ZA.

Jeremy Matosky stated that they will adjust the application to be reduced to silviculture and an agricultural curb cut application. The proposed driveway location is through invasive vegetation, it is the closest location to the site and it follows the contours of the property so that it will minimize the amount of blasting needed to build the driveway. It also serves as the best location for a potential future home and it allows the forester to come in and do the logging that is needed at this time, minimizing any negative effects on the integrity of the land.

Peter Joslin stated that there has been a situation in the past in which dual purposes of a road/driveway created problems, and that should be considered.

Marc Richter, neighbor to the property, read a letter that highlighted his concerns with the forest portion of the property being cut in half with the proposed road/driveway. The lightest footprint would be disturbing a couple of acres by blasting but it would be saving the fragmentation of the entire forest parcel. There may be many invasives in the proposed driveway location but he feels that it's still disturbing the cover for wildlife. He stated the anticipated scope of clearing seems to be absent in the application and he feels it makes the application incomplete. This is one of the last large forest parcels left in east Charlotte in this magnitude and size. He feels the blasting is a minimal impact in comparison to cutting the forest parcel in half. He suggested the possibility of using the current curb cut and going south of the parcel parallel on Spear Street.

Annie Richter stated that the Conservation Commission had given a report during the subdivision application a couple months ago and they specifically pointed out their concerns with the location of the driveway. Claudia Mucklow from the Conservation Commission stated that forest fragmentation is a serious issue. Act 171 was amended a few years ago to avoid putting driveways through the forest in order to keep large forests intact in efforts to protect the wildlife. This was the main issue that was addressed at the time of the subdivision a few months ago. Also, the Conservation Commission recommended moving the driveway to the southern edge of the property.

Jeremy Matosky stated that the habitat will not be destroyed due to a driveway being created in the proposed location and in his opinion the difference in impact between placing the driveway in the area of the orange line or the green line on the map is not significant in regard to the adverse effect on wildlife.

Karen Wendeln stated that she needs to get to her agricultural land and she has invasives that need tending to and if her forester can't get to them, she doesn't know what the solution is. Louise McCarren stated that she would like to make sure that the Town Administrator helps Karen Wendeln with the correct steps to facilitate the process correctly.

MOTION by Frank Tenney to approve Ulrich and Karen Wendeln – request for a Highway Access Permit (HAP-22-14) to construct an access for a single family dwelling, accessory dwelling and agricultural/silvicultural uses at 1555 Spear Street. No second was made to this MOTION so the MOTION fails.

Public comment

Rene Sanchez, CVSD's Superintendent, stated that he would like to inform the Charlotte community about the ongoing strategic project. CVSD is now five years into post consolidation from when four school districts and CVU combined. The board and administration are striving to create a coherent shared vision for teaching, learning, leading, budgeting, and safety planning. School employees, families, care givers, students, business owners and other community members are needed for their expertise and support. The goal is to decide what the district does well, could improve on, or needs to cease from doing, as well as to determine what path the community wants this effort to take over the next five to seven years. The desire is to have people dream big. This will be adjusted again in two to three years. There will be one more strategic plan community forum at CVUHS this Thursday October 27th from 6:00-8:00pm.

There will also be a strategic plan Town Hall and that will occur on November 9, 2022 at 6:30pm.

Maura Wygmans stated that she feels that there should be signs that show a motorist their speed as they travel in the school zone at CCS and on Greenbush Rd vs just a sign with the speed and yellow flashing lights. They sell them on amazon for \$3,999.00.

Damaris Herlihy stated that what she has observed is that the blinking lights are more often used for changes in speed limits. Addressing the traffic flow in front of the school could make a big difference as well. Frank Tenney stated that the speed limit on CVU Rd is 25mph and that the speed doesn't change and it has flashing lights for the school zone.

East Charlotte Traffic Calming study

Karen Sentoff with VHB, stated that they have been doing work in east Charlotte looking at traffic calming options for the village area around the intersection of Hinesburg Rd and Spear St. Dean Bloch stated that there was a public work session in April where VHB folks shared some strategies and tools and since then have done some evaluations and have come back with a report.

Karen Sentoff stated that with the collaboration with the Chittenden County Regional Planning Commission (CCRPC) and the town, they gained an understanding of what residents wanted to see for this area and created some recommendations.

Louise McCarren stated that she is grateful for this, but with the town not having the enforcement necessary, she wonders how this is to be achieved. Karen Sentoff stated that they're focused on the engineering aspect vs. the enforcement aspect. Finding other ways within the roadway to help drivers drive slower was their focus. The recommendations are in a phased approach, with incremental implementation to address the high speeds of motorists, i.e. the gateway and transition zone into the village center, with the other treatments to follow.

Short term recommendations include: curbing to define the village area; and gateway treatments such as: signage, fencing, median, tree lines, and banners. Long term recommendations include on-street parking to activate the village road edge, and a pedestrian network as density/destinations increase. Also, speed humps (curb to curb) close to the village core, strategically placed, and art or a public amenity in the green space. All of these suggestions are to decrease the motorist's speeds.

Alex Dobbs asked if there would be any vehicle clearance issues with the signage and Karen Sentoff stated that the signage would be on the side of the road not over the road. He also asked why the speed humps were only on Spear St and not on Hinesburg Rd. Karen Sentoff stated that Spear St was the appropriate starting point for placing speed humps and in areas that there is going to be more activity and that also has roadside curbing.

Frank Tenney asked why the speed humps are placed so closely to the stop signs. Karen Sentoff stated that the speed study that was done showed that at 1,000 feet from stop signs the 85th percentile speed was around 42-52 mph. Frank Tenney also stated that he has concerns that

these measures are to decrease a motorist's speeds below the set speed limit.

Marc Richter asked for more information on what activation meant. Karen Sentoff explained that it involves creating a village center feel. This gives motorist a sense that they have arrived at a place of which they should be decreasing their speed for safety. These steps are to encourage drivers to want to decrease their speed.

Ken Spencer asked if anyone is talking about reducing the speed limit. Lewis Mudge stated the overwhelming consensus at the meeting back in the spring was that residents wanted the speed limit reduced. He wonders if it isn't time to get the speed limits reduced.

Matthew Krasnow stated that from his knowledge based on past experience, the safety committee cited state standards to effectively lower speed limits legally that won't simply get dismissed in court. These standards include completing traffic studies that determine the 85th percentile of the average rate of speed and that sets the standard to which a municipality is permitted to lower the speed limit to. The way to do that is with the process we are in the midst of, to encourage motorists to slow down and then to have a traffic study that gets the 85th percentile to equate to a lower speed, then the town can reduce the speed limit. The area of VT Common School is about ½ mile north of the east village center and this could also be another designated school zone and help the town with lowering the speed limit in that area as well.

Dana Hanley stated that the town should be very mindful of what is politically feasible and concentrate on those actions. Maura Wygmans stated that she's aware of the speed study and the 85th percentile requirement for reducing speeds but she wonders how Shelburne got around this standard since their entire town is posted at 35mph.

Peter Joslin stated that the way to really have an impact on speed limits is largely dictated by the density of development in the town, and that is what ultimately brings down the speed limit, and would explain how Shelburne's speed limits are set, being a town of dense population.

Scooter Macmillan from the Charlotte news, asked what VHB and FHWA stands for and if there is any data about how these different calming studies bring about lowering of speeds. Karen Sentoff stated that VHB stands for Vanasse Hangen Brustlin and explained that it's an engineering firm located in South Burlington, VT. FHWA stands for Federal Highway Administration. Karen Sentoff went on to explain that most definitely there is data showing that these calming studies and consequent recommendations bring about lowering of speeds effectively. Treatments like speed humps can reduce speeds by 10 mph, evidenced by the 85th percentile speed seen within 1,000 feet from the intersection of Hinesburg Rd and Spear St. of 52 mph. With gateway treatments of signage, fencing and possibly median treatments, there is a range of 5-7 mph reduction in speeds.

Matthew Krasnow stated that in 2016 the Selectboard went out to bid for additional police services. Shelburne at the time wasn't interested in subsidizing Charlotte with their police force due to their annual expense of \$1.2 million dollars a year on their municipal police force. They

were needing to recoup some of those dollars, with their very high hourly rate for services, outside of their town at that point in time of which Charlotte couldn't afford. Having the law enforcement presence while the speed studies are done definitely effects the 85th percentile speeds. If Charlotte could coordinate that with a municipal agency that could have a significant impact.

JD Herlihy stated that he wonders if the town would have authority to reduce speed limits in such as school zones, residential areas and village districts without having to follow the 85th percentile rule? Jennifer Conley from VHB stated that they aren't attorneys but speed limits have to be established through a speed study. All of the recommendations from the traffic calming study that have been presented by Karen Sentoff tonight cause motorists to want to drive more slowly despite the set speed limit.

Laura St. George, stated that motorists are traveling 55-60 mph despite the 50 mph speed Limit, and it effects residents' quality of living.

Karen Sentoff stated that the next steps, if the Selectboard wanted to move forward, would be an endorsement from the Selectboard on the recommended alternatives that have been presented tonight. They then would work with Dean Bloch and the RPC to pull the information together and make more of a solid plan of action as to what the concepts would look like and what the costs would be. Dean Bloch stated that we have worked with the RPC on this project, and they paid for 80 percent of it. Jennifer Conley stated that there is still funding available for next steps.

Maura Wygmans asked if this information could be used for Greenbush Rd planning. Dean Bloch confirmed that an abbreviated version of this traffic calming study for Greenbush Rd will be done and recommendations are suspected to be reported on by November 14th.

Dean Bloch and Jennifer Conley concurred that VHB could put together a proposal of the next steps, costs and current funding which will have no additional cost outside of the original sum for the traffic calming study.

Louise McCarren left the meeting.

MOTION by Matthew Krasnow, seconded by Lewis Mudge to endorse the recommendations from VHB for traffic calming in the east village and invite them to work on a roadmap to deliver to the town on how to implement each of the recommendations. VOTE: 4 ayes, 0 nays, (1 absent, McCarren); Motion Carried.

Charlie Baker, Executive Director of Chittenden County Regional Planning Commission – annual report

Charlie Baker stated that he provided a report. The first part of the report explains background on the Regional Planning Commission and the second page lists out the study that was worked on with the town in 2022 and some other things such as helping with the transition to the DRB, water quality and energy planning etc. The third page includes a couple projects in the capital program with the state which are also in the transportation improvement program. There is one item in the current work program which is to give the town of Charlotte guidance on bylaw work

with the Planning Commission. A few pages of the report are on regional work such as park and rides. Charlie Baker stated that in regard to reducing speed limits that it might be helpful to speak with VLCT as he believes they have something in their legislative policy agenda to try and give municipalities a little bit more authority.

Consider appointments to the Recreation Commission and Clean Water Advisory Committee

MOTION by Matthew Krasnow, seconded by Frank Tenney, to appoint Elisa Miller to the Recreation Commission for a term ending April 30, 2025. VOTE 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

MOTION by James Faulkner, seconded by Matthew Krasnow, to appoint Alex Dobbs to the Clean Water Advisory Committee for a term ending April 30, 2025. VOTE 3 ayes, 0 nays, 1 abstention (Mudge) and 1 absent (McCarren); Motion Carried.

Presentations on proposed FY24 budgets

• Assessor (7:45 pm – 7:50 pm)

John Kerr stated that a summary was shared. Expenses are fairly constant but there will be an exception for this FY23-24 budget due to the town wide reappraisal. The budget line shows \$3,000 and it will likely be around \$10,000 but there is \$70,000 in the accrual account currently. The total budget amount comes to \$74,768.24 which is roughly \$10,000 more. Mary Mead stated that the Contract Appraiser says \$31,200, and it should be more like \$40,000. The increases could be offset with a transfer from the Special Fund. James Faulkner requested that the budget be adjusted with Mary Mead's input and be resubmitted and John Kerr agreed to this request.

• Lewis Creek Association (7:50 pm – 8:00 pm)

Kate Kelly stated that they are requesting level funding from last year. LCA is requesting \$600 in unrestricted donations. In addition, from the town land's budget they are requesting \$2,700 to support the water quality stewardship program. Three sites were tested in Charlotte last year and their hopes are to increase to five sites this coming year. This is dependent on state funding since this is a program that is in collaboration with the VT Department of Environmental Conservations. LCA sends an application explaining the sites that they want to monitor and they pay for the lab costs of the samples. The town's financial support pays for her time to coordinate volunteers, to complete the application, to do all the quality assurance and to make sure all the samples are collected properly. She also collects the data, completes the interpretation of the data and reports to the town. The general fund helps in other projects within the town including outreach education. They're hoping to have a manual created soon to help landowners assess their own properties for stormwater improvements.

• Trails Committee (operating & reserve fund) (8:00 pm – 8:10 pm)

Bill Regan stated that the Trails Committee is requesting a level \$1,500 operations budget for the coming year. It has been at this amount for the past five years. Routine maintenance of the trails, maintenance of tools used for the trails, printing maps and purchasing dog waste bags for

various trail heads. Year end donation letter expense is included in the budget and last year it brought in over \$3,100 in donations.

• **Library (8:10 pm – 8:20 pm)**

Jonathan Silverman, Chair of the Library Board, stated a few items are slightly increased such as the energy, computer/tech support and the custodial services which are negotiated by the Senior Center. James Faulkner stated that the library budget currently doesn't include salaries so it will be put back on the agenda for the Selectboard meeting on November 14, 2022. Margaret Woodruff stated that the changes in the budget include the three items that Jonathan Silverman stated in addition to needing to replace two computers in the library.

Louise McCarren stated that she would like to know if there is any chance to have the library open on Sundays and if there were any other avenues to get people into the library it would be wonderful in her opinion.

• **CVFRS-preliminary (8:20 pm – 8:35 pm)**

John Snow, president of CVFRS, stated that their process is to have the board formulate an operating budget but their final submission to the town will be based on a member's meeting that is scheduled for November 16, 2022. Their operation is very labor intensive so the changes in budget requests are mostly driven by personnel related costs. Cross training is very beneficial but it means that they all need to have workers compensation at the firefighter rate which is much higher than the ambulance rate. Overall, their appropriation request will be approximately 8.5% greater than it was in the current fiscal year. The main items affecting that are personnel related costs, increase in taxes, revenue increases which increase taxes, rate increases etc. This budget doesn't include an increase in employees, but they are in a transition where they are trying to move some of the per diem staff into fulltime staff positions. The benefit to that is more regular coverage and a reduction in overtime payments. The downside to that is the benefits expense increases, however the coverage and quality of staffing improves. The business manager's hours are being reduced since some of the administrative responsibilities can be done by the new full time Chief of CVFRS. This is a budget that is believed to work for the next fiscal year. If CVFRS becomes a municipal department before the end of the fiscal year the budget will have to be revisited at that time. CVFRS will come back in December to present a final budget.

Patrice Machavern stated that there are some changes in the capital reserves fund.

Justin Bliss stated that it has been brought to his attention that one of their ambulances is in a poor state of repair. They're the busiest trucks and staff members don't feel safe in this one particular ambulance. It used to take six-eight months to get a new ambulance and it is now taking upwards of six years so it's his intent to bring forth to the membership to recommend to the Selectboard that they purchase out of the capital acquisition plan a new ambulance in the coming budget year. That purchase agreement would allow for the department to get an ambulance on time depending on supply chain. It would be advancing to purchasing in FY24. This particular ambulance is difficult to steer and it has been looked at by many mechanics and the problem can't be identified. It also has some electrical issues. Ambulances are typically purchased every ten years and this plan would keep it in that timeframe.

Appeal by Gregg and Elizabeth Beldock of BCA decision to Superior Court, Chittenden Unit, Case No. 22-CV-03462; authorize Town Attorney to enter an appearance

Matthew Krasnow recused himself from the discussion at this time due to the landowner being his employer.

MOTION by Frank Tenney, seconded by James Faulkner to authorize the Town Attorney to enter an appearance in the appeal by Gregg and Elizabeth Beldock of BCA decision to Superior Court, Chittenden Unit, Case No. 22-CV-03462. VOTE: 3 ayes 0 nays, 1 recused (Krasnow), 1 absent (McCarren); Motion Carried.

Planning grants to assist with updating Land Use Regulations

Larry Lewack stated that the state is offering two grant programs to municipalities this year to support the smaller towns that don't have the planning staff. These grant programs assist the towns with hiring staff for projects that are important to the future of the towns. Larry Lewack stated that the first grant program is the Municipal Planning Grant program but he's not planning to apply for this. This is a very competitive grant that might be useful in the future just not currently in his opinion. Bylaw Modernization Grant, provides towns up to \$25,000 with a 10% required local cash match. The funding is designed to help communities look into their zoning bylaws to identify built-in regulatory barriers to building more diverse housing types, and propose changes which would enable more homes to be built where towns favor more dense development. Taylor Newton at CCRPC identified many such barriers in the LURs now and recommended the town seek this assistance. It's likely to be a two year project to put in the level of changes he's recommending. This would have to be approved via the FY2024 budget cycle, subject to voter approval at Town Meeting. The Bylaw Modernization Grants program is due first, on November 1. He's proposing a total grant project budget of \$17,000 of which he's asking the Selectboard to commit to matching 20% of the state grant amount. This is a required minimum grant match. If you can match more than the minimum, it really increases your scoring on the grant application, making the application more competitive. It would be \$3,400 for the town expense if the grant was given to the town of \$13,600. Combined it comes to \$1,700. If funded the town would be notified in January and could begin the project in February if help could be found to fill the position. The grant period runs through the end of 2024. The PC has discussed this and they fully endorse it.

MOTION by Frank Tenney, seconded by Matthew Krasnow, to authorize Larry Lewack to complete and submit the application for the Bylaw Modernization Grant for the town of Charlotte. VOTE: 4 ayes 0 nays, 1 absent (McCarren); Motion Carried.

Approve Certificate of Adoption for Charlotte Annex of the Chittenden County All Hazards Multi-Jurisdictional Plan

James Faulkner received confirmation from Dean Bloch that the Certificate of Adoption for Charlotte Annex of the Chittenden County All Hazards Multi-Jurisdictional wouldn't require any expense to the town of Charlotte. Dean Bloch stated the benefits of this would be that it would help the town if it were to need FEMA funds by giving the town a better grant percentage.

MOTION by James Faulkner, seconded by Lewis Mudge, to approve the Certificate of Adoption for Charlotte Annex of the Chittenden County All Hazards Multi-Jurisdictional

Plan, signed by the Chair and Vice Chair. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

Town Garage

MOTION by James Faulkner, seconded by Frank Tenney, to enter into executive session under contracts per 1 VSA §313(a)(1)(A) as premature general public knowledge of a proposed design-build contract for the town garage would clearly place the town of Charlotte at a substantial disadvantage. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

MOTION by Matthew Krasnow, seconded by Frank Tenney, to exit out of executive session. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

Matthew Krasnow stated that the two bids for the town garage, were too high for what the town has approved for the town garage budget.

MOTION by Frank Tenney, seconded by James Faulkner, to reject the two bids received for the town garage. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

MOTION by Frank Tenney, seconded by Lewis Mudge, to assign James Faulkner and Dean Bloch to contact the bidders for value engineering in regard to their bids for the town garage, to be completed by November 2, 2022, and to allow an agenda item to be added to the Selectboard Special meeting on that date. VOTE: 3 ayes, 0 nays, 1 abstention (Faulkner), 1 absent (McCarren); Motion Carried.

Selectboard updates

Frank Tenney stated that there needs to be an update made to the HAP Policy by replacing Planning Commission with DRB for reviews.

James Faulkner stated that the issue at the firing range should be added to the next regularly scheduled meeting in order to discuss the topic as an entire board. The Laberges will be notified of this agenda item.

Adjournment

MOTION by James Faulkner, seconded by Frank Tenney, to adjourn. VOTE: 4 ayes, 0 nays, 1 absent (McCarren); Motion Carried.

The meeting was adjourned at 10:15 p.m.

Minutes respectfully submitted, Brooke Milo, Minute Taker. Edits by Dean Bloch.