

## DEFINITIONS

**ACCEPTED MANAGEMENT PRACTICES (AMP).**—Methods of activity generally approved by regulatory authorities and practitioners as acceptable and common to that type of operation. AMPs may not be the best methods, but are acceptable. Agriculture has AMPs typically documented in agency regulations. Other industries may also have AMPs, documented in regulation or not. Professional associations often list AMPs or similarly named methods of conduct for their members.

**ACTIVE LIVING.**—Active living is a way of life that integrates physical activity in daily routines.

**ACTIVE TRANSPORTATION.**—Active transportation refers to any form of human-powered transportation: walking, cycling, using a wheelchair, in-line skating, or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop or cycling to school/work.

**ADAPTIVE REUSE.**—The development of a new use for an older building or for a building originally designed for a special or specific purpose.

**AFFORDABLE HOUSING.**—According to 24 VSA §4303, affordable housing means either of the following, based on tenure:

- a. Housing that is owned by its inhabitants whose gross annual household income does not exceed eighty percent of the county median income, or eighty percent of the standard metropolitan statistical area income if the municipality is located in such an area, as defined by the United States Department of Housing and Urban Development, and the total annual cost of the housing, including principal, interest, taxes, insurance, and condominium association fees, is not more than thirty percent of the household's gross annual income.
- b. Housing that is rented by its inhabitants whose gross annual household income does not exceed eighty percent of the county median income, or eighty percent of the standard metropolitan statistical area income if the municipality is located in such an area, as defined by the United States Department of Housing and Urban Development, and the total annual cost of the housing, including rent, utilities, and condominium association fees, is not more than thirty percent of the household's gross annual income.

**AGING IN PLACE.**—Allows individuals to remain at home or within a supportive living community as they age, without requiring the need to move as their needs increase over time.

**AGRICULTURE.**—The production, keeping, or maintenance, for sale, lease, or personal use, of plants and animals useful to man, including but not limited to: forages and sod crops; grains and seed crops; dairy animals and dairy products, poultry, and poultry products; livestock, including beef cattle, sheep, swine, horses, ponies, mules, or goats, or any mutations or hybrids thereof, including the breeding and grazing of any or all of such animals; bees and apiary products; fur animals; trees and forest products; fruits of all kinds, including grapes, nuts, and berries; vegetables; nursery, floral, ornamental, and greenhouse products; or lands devoted to a soil conservation or forestry management program.

**ARCHEOLOGICAL SITE.**—Land or water areas which show evidence or artifacts of human, plant, or animal activity, usually dating from periods of which only vestiges remain.

**AQUIFER PROTECTION AREA (APA).**—The surface and subsurface area contributing significantly to the surface and/or subsurface recharge and maintenance of an aquifer. APAs can often include upland watersheds of surface waters contributing significantly to the maintenance and operation of aquifers below the surface or downstream.

**ASSIMILATIVE CAPACITY STUDY.**—Scientifically valid research documenting the physical, cultural, economic, ecological, or other characteristics of an area or site and that area’s or site’s ability to host different changes to its characteristics before significant alterations in its function or character are created.

**BASE FLOOD ELEVATION (BFE).**—The water surface elevation resulting from a flood that has a 1 percent chance of equaling or exceeding that level in any given year. On the Flood Insurance Rate Map the elevation is usually in feet, in relation to the National Geodetic Vertical Datum of 1929, the North American Vertical Datum of 1988, or other datum referenced in the Flood Insurance Study report, or the average depth of the base flood, usually in feet, above the ground surface.

**BEST AVAILABLE TECHNOLOGY (BAT).**—Methods and products for design, operation, maintenance, retrofit, and function of activities which will result in the best reduction of undesired byproducts or effects currently achievable. BAT achievability is based upon the owner/operator’s ability to implement the methods or products within their economic means. This type of technology is usually considered to be the “state-of-the-art” and achieves the best performance available.

EXAMPLES: Woodstoves achieving best EPA particulate standard performance, highest efficiency factory stack scrubbers, water treatment systems producing water of same or higher quality as the receiving water body.

**BEST MANAGEMENT PRACTICES (BMP).**—Methods of activity generally established by regulatory authorities and practitioners as the best manner of operation. BMPs are generally more stringent than AMPs. BMPs may not be established for all industries or in agency regulations, but are often listed by professional associations and regulatory agencies as the best manner of operation for a particular industry practice.

**BEST PRACTICAL TECHNOLOGY (BPT).**—Methods and products for design, operation, maintenance, retrofit, and function of activities which will result in the best reduction of undesired byproducts or effects within the practical means of the owners/operators while providing a practical cost/benefit ratio. For example, removing ninety-eight percent of a pollutant from a waste stream may be practical, but removing the last two percent may be impractical for the cost required and the relatively insignificant gain in cleanliness.

EXAMPLES: Woodstove operation schedule rotations, catalytic converter retrofits for woodstoves versus mandatory stove upgrades, artificial wetland pretreatment of agricultural runoff versus onsite treatment plant investment or storage/hauling.

**BUILT ENVIRONMENT.**—The built environment includes all of the physical parts of where we live and work (e.g., homes, buildings, streets, open spaces, and infrastructure).

**BUILD-OUT.**—An estimate of the projected population, employment, traffic, utilities, and types/sizes of land uses in a project area or other designated area in accordance with the current zoning and other applicable regulations.

**CAPITAL IMPROVEMENTS PROGRAM (CIP).**—A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project.

**CLASS A AND B WATERS.**—Class A waters are managed for enjoyment of water in its natural condition, as public drinking water supplies (with disinfection and filtration) or as high quality waters which have significant ecological values. Class B waters are managed for aesthetic values, recreation on and in the water, public water supply with disinfection and filtration, high quality habitat for aquatic biota, fish, and wildlife, irrigation and other agricultural uses. The Secretary of the Agency of Natural Resources may designate by permit portions of Class B waters as “Mixing Zones,” or “Waste Management Zones,” for any waste that has been properly treated to comply with federal and state effluent requirements.

**CLUSTER.**—A development design technique that concentrates building in specific areas on the site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive features.

**CULTURAL FACILITIES.**—Establishments such as museums, art galleries, and botanical and zoological gardens of a historic, educational, or cultural interest which are not operated commercially.

**DESIGNATED GROWTH CENTERS.**—A state designation as defined by 24 VSA 76A § 2793c.

**DWELLING, COMMERCIAL.**—A commercial residential building, including but not limited to a nursing home, group home, residential care facility, or dormitory, which traditionally has common space and staff on site and in which rooms may not have all of the components of a dwelling unit and are not meant for transient occupation. An apartment building is a multi-family dwelling.

**DWELLING, SINGLE FAMILY.**—A detached building used as a single dwelling unit.

**DWELLING, TWO-FAMILY.**—A building containing two dwelling units. “Duplex” is synonymous with this definition.

**DWELLING, MULTI-FAMILY.**—A building containing three or more dwelling units that is not a commercial dwelling.

**DWELLING UNIT.**—One or more rooms, connected together, constituting a separate independent housekeeping establishment that is physically separate from other dwelling units that may be in the same structure, and containing facilities for its own independent living, including a toilet, lavatory, food preparation/kitchen facilities, and one or more bedrooms. The term shall not include rooms with such provisions intended for transient occupation in boarding houses, dormitories, hotels, or other similar buildings.

**DWELLING UNIT, ACCESSORY (ADU).**—Efficiency or one-bedroom apartments that are clearly subordinate to a single-family dwelling, with facilities and provisions for independent living (e.g., sleeping, food preparation, and sanitation). These units must comply with the following:

- a. Have sufficient wastewater capacity.
- b. Do not exceed 30 percent of the total habitable floor area of the single-family dwelling they are subordinate to.

**ENVIRONMENTALLY SIGNIFICANT WETLAND.**—Those wetlands designated by the Vermont Water Resources Panel as “Significant Wetlands,” and those other wetlands designated as “significant” according to the wetlands designation rules are included in this category. As of February 23, 1990, the Water Resources Panel classified wetlands into three (3) groups. Classes 1 and 2 are “Significant Wetlands.” Most of those wetlands designated on the National Wetlands Inventory (NWI) Maps are identified as Class 2 wetlands. Those wetlands contiguous to the mapped NWI wetlands are also included as Class 2 wetlands. Any wetland meeting the minimum criteria for significance established by the Water Resources Panel or a town may be included in this category.

**ESTABLISHMENT.**—A commercial business that operates within a building or structure. A single building or structure can contain more than one distinct establishment.

**EXPANSION AREAS.**—Land that extends the cohesive core of Regional Growth Areas or Designated Downtowns, Villages, or Growth Centers, with or without the presence of municipal sewer or water service. The land should be adjacent, as defined in 24 VSA §2791, to the cohesive core.

**FIXED ROUTE SERVICE.**—A transportation service that travels along a predetermined route, with known stops, according to an established time schedule.

**FLOOD INSURANCE RATE MAP (FIRM).**—Official map of a community, on which the Federal Insurance Administrator has delineated both the Special Flood Hazard Areas and the risk premium zones applicable to the community. In some communities the hazard boundaries are available in paper, pdf, or Geographic Information System formats as a Digital Flood Insurance Rate Map (DFIRM).

**FLOODPLAIN.**—Areas where excessive water flows over river banks and beyond shorelines, temporarily dispersing water, sediment, and energy.

**FLOODWAY.**—A portion of the Special Flood Hazard Area, as mapped for the National Flood Insurance Program, that has protections for the movement of flood waters. Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot at any point.

**FLUVIAL EROSION.**—Erosion caused by streams and rivers. Fluvial erosion can be catastrophic when a flood event causes a rapid adjustment of the stream channel size and/or location.

**FOREST-BASED RESOURCE AREA.**—As used in this Plan, “Forest-Based Resource Area” means the future land use area identified as such in the Regional Future Land Use Area Map, and is a regional land use designation.

**FOREST BLOCK.**—A contiguous area of forest in any stage of succession and not currently developed for non-forest use. A forest block may include recreational trails, wetlands, or other natural features that do not themselves possess tree cover, and uses exempt from regulation under subsection 4413(d) of Title 24.

**FOREST FRAGMENTATION.**—The division or conversion of a forest block by land development other than by a recreational trail or use exempt from regulation under subsection 4413(d) of Title 24.

**FORMULA RETAIL.**—A type of retail store that is part of a chain of stores (more than 2) where the establishment maintains two or more of the following features: a standardized array of merchandise, a standardized facade, a standardized decor and color scheme, a uniform apparel, standardized signage, or a trademark or a servicemark.

**HABITAT CONNECTOR.**—Land or water, or both, that links patches of wildlife habitat within a landscape, allowing the movement, migration, and dispersal of animals and plants and the functioning of ecological processes. A habitat connector may include recreational trails and uses exempt from regulation under subsection 4413(d) of Title 24 VSA. Synonymous with wildlife corridor.

**HAMLET.**—As used in this Plan, “Hamlet” or “Hamlet Area” means the general future land use area identified as such in the Regional Future Land Use Area Map and as specified in more detail in Town Plans, and is a regional land use designation for locally important groupings of buildings that are generally residential in nature, with a few stores and businesses supported primarily by local residents. Hamlets are not regional markets or trade centers, but minor community facilities and services sometimes are located in these areas.

**HEAVY INDUSTRIAL.**— As used in this Plan, “heavy industrial” means the processing or assembly of natural or man-made materials or products where such activity generally results in off-site impacts, such as noise, and where such activity and storage of materials or products are typically not fully enclosed inside a building or screened from the abutting properties. Examples: rail and truck terminals; concrete, asphalt, or brick plants; bulk fuel storage and distribution facilities; solid waste facilities; foundry, etc.

**IMPERVIOUS SURFACE.**—Any hard-surfaced, man-made area that does not readily absorb or retain water, including but not limited to building roofs, roadways, parking and driveway areas, graveled areas, sidewalks, and paved recreation areas.

**INCLUSIONARY ZONING.**—Inclusionary zoning bylaws require a specified percentage of housing units in new planned unit development or subdivision to meet certain affordability standards, and comply with the following:

- a. Conform with municipal plan housing policies.
- b. Be determined based on municipal affordable housing needs, both rental and for sale.
- c. Include development incentives that contribute toward the economic feasibility of providing affordable housing units (ex: density bonuses and waivers).
- d. Require that, once built, affordable housing availability will be maintained through income qualification for residents, the promotion of affirmative marketing, and rent and resale pricing that remains affordable for a specified period of time on designated affordable units, as written in municipal bylaws.

**INDUSTRIAL AREA.**— As used in this Plan, “Industrial Area” means the future land use area identified as such in the Regional Future Land Use Area Map, and is a regional land use area designation of land that is appropriate due to local plans, designs, and zoning as a location for one or more industrial buildings or uses, that may include adequate access roads, utilities, water, sewer, and other services necessary for the uses of the industrial buildings, and includes no principal retail use except that which is incidental to an industrial use. Industrial uses in this area may include both light industrial and heavy industrial uses.

**INDUSTRIAL.** — As used in this Plan, “industrial” includes light industrial and heavy industrial.

**INTERCHANGE.**—A grade separated system of access to and from major highways.

**INTERMODAL.**—Transportation by more than one means of conveyance: as by foot, bike, car, truck, rail, air, etc.

**LAND-INTENSIVE COMMERCIAL USES.**—As used in this Plan, “land-intensive commercial uses” are commercial operations that rely on large amounts of indoor or outdoor storage as the dominant use of space, and include, but are not limited to, sales lots and warehouses, but do not include retail stores.

**LEVEL OF SERVICE (LOS).**—Level of service is a qualitative measure defined as the ability of a maximum number of vehicles to pass over a given section of roadway or through an intersection during a specified time period, while maintaining a given operating condition.

1. **LOS A.**—Highest LOS, which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
2. **LOS B.**—Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
3. **LOS C.**—Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience an appreciable tension while driving.
4. **LOS D.**—Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combinations of these.
5. **LOS E.**—This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
6. **LOS F.**—This represents traffic flow characterized by extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

**LIGHT INDUSTRIAL.**—As used in this Plan, “light industrial” means a use involving research and development, assembly, processing, manufacturing, packaging of products, or storage and warehousing of materials or goods, conducted primarily within a building with few off-site impacts other than trucking.

EXAMPLES: cabinetry or woodworking shop, food processing, electronics high-tech manufacturing or assembly, machine shop, sewing, printing, research and testing laboratory, warehousing, and similar uses.

**MAJOR DEVELOPMENT.**—Development that meets any one of the eight specific criteria that qualify a development as resulting in substantial regional impact (see Chapter 14, section A) according to this Plan.

**MAXIMUM PEAK HOUR SERVICE VOLUME.**—The maximum number of vehicles which have a reasonable expectation of passing over a given roadway section or through a given intersection under prevailing road and traffic conditions during a specified hour of time.

**MIXED-USE AREA.** — As used in this Plan, “Mixed-Use Area” means the future land use area identified as such in the Regional Future Land Use Area Map, and is a regional land use area designation of land with a mixture of existing uses that is served by state highways, is generally multi-story, includes residential uses and deep lots, and is within walking distance of Regional Growth Areas. This Area is appropriate for recreational facilities, higher density residential, light industrial/manufacturing, land-consumptive commercial uses, service businesses, secondary retail, and uses not appropriate for the core of downtowns and villages, such as lumberyards, nurseries, warehouses, and kennels. Principal retail establishments are not allowed in this area.

**NFIP.**—National Flood Insurance Program.



**NO ADVERSE IMPACT.**—No Adverse Impact floodplain management is where the action of one property owner does not adversely impact the rights of other property owners, as measured by increased flood peaks, flood stage, flood velocity, and erosion and sedimentation.

**OPEN SPACE.**—Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

**PEAK HOUR.**—As it is used in describing traffic volumes, it represents the hour of a twenty-four hour period in which the highest traffic volumes occur on a segment of roadway or at an intersection.

**PASSIVE OUTDOOR RECREATION.**—Leisure time activities which use an outdoor public or private space that are not dependent upon structural facilities such as swimming pools, ball courts, etc.

**PLANNED UNIT DEVELOPMENT (PUD).**—Planned unit development is a design approach that balances intensive settlement with open land. Also known as “clustered housing,” developments can be designed to conserve energy; depending on the nature of construction, savings can be accrued on construction costs. PUDs facilitate efficient provision of municipal services such as fire protection, school transportation, and road construction or maintenance. The undeveloped open space reserved in PUDs is an asset for the landowners and municipalities. PUD design strategies should be employed in planning for development or subdivision of rural land in the Region.

**PRINCIPAL.**—Means foremost or chief.

**PRINCIPAL (PRIMARY) RETAIL.**—As used in this Plan, “principal (primary) retail” means a use whose primary use is the supply of merchandise or wares to the end consumer for use off site. Examples include (but are not limited to) supermarkets, hardware stores (without lumberyards), dry-goods stores, pharmacies, big box stores, etc. Principal retail does not include online sales with no product on site, land-consumptive intensive and resource-based commercial uses, service businesses, restaurants, retail as a home occupation, or secondary retail.

**PRISTINE WATERS.**—Those waters having Class A status and those waters predominantly in their natural state relatively unaffected by human activity physically or aesthetically. Undeveloped lakes and ponds may be included in this category, as would streams and rivers unaffected by human activity. Pristine waters are generally accepted to be the finest unspoiled natural water bodies or other waters with Class A qualities.

**RECREATIONAL TRAIL.**—A corridor that is not paved and that is used for hiking, walking, bicycling, cross-country skiing, snowmobiling, all-terrain vehicle riding, horseback riding, and other similar recreational activity.

**REGIONAL CENTER.**—As used in this Plan, “Regional Center” means the future land use area identified as such in the Regional Future Land Use Area Map, and is a regional land use designation of an urban area where development is highly concentrated with a diverse mix of uses, where public sewer and water utilities exist, transportation infrastructure is capable of handling significant volumes of commuting and commercial traffic, sidewalks and transit are present, and buildings are often multi-story, particularly in the core of the area. Uses in the area include offices, principal retail, light industrial, residential, governmental and judicial functions, hospitals, schools, and cultural facilities. This area is identical to the State Designated Growth Center for Hartford.

**REGIONAL GROWTH AREA.**—As used in this Plan, “Regional Growth Area” means any regional center, town settlement, village, or hamlet future land use areas.

**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES.**—Any facility primarily designed to rapidly and efficiently transport goods and passengers between towns and/or regions.

**RESILIENCE.**—The ability of a system, community, region, or society exposed to hazards to resist, absorb, accommodate to, and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions.

**RESOURCE-BASED COMMERCIAL USES.**— As used in this Plan, “resource-based commercial uses” means certain uses and any associated structures such as sawmills, quarries, and sandpits, outdoor recreation, nurseries, and agricultural product processing that are dependent on resources at the site or coming from Rural Areas or Forest-Based Resource Areas and may include retail of products produced on site.

**RIPARIAN BUFFER.**—A vegetated area (a “buffer strip”) near a stream, usually forested, which helps shade and partially protect a stream from the impact of adjacent land uses. It plays a key role in increasing water quality in associated streams, rivers, and lakes, thus providing environmental benefits. With the decline of many aquatic ecosystems due to agricultural production, riparian buffers have become a very common conservation practice aimed at increasing water quality and reducing pollution.

**RIVER CORRIDOR.**—The land area adjacent to a river that is required to accommodate the dimensions, slope, platform, and buffer of the naturally stable channel, and necessary to maintain or restore fluvial equilibrium conditions and minimize fluvial erosion hazards, as delineated by the Agency of Natural Resources in accordance with river corridor protection procedure.

**RURAL AREA.**—As used in this Plan, “Rural Area” means the future land use area identified as such in the Regional Future Land Use Area Map, and is a regional land use designation.

**SECONDARY OR ANCILLARY RETAIL.**—A business whose primary use is not retail sales but contains a retail component that is clearly secondary to the primary use. Examples include (but are not limited to) eye doctor’s offices, veterinarian’s offices, small engine repair shops, manufacturers with a small showroom, etc. The term also includes retail within a multi-story, mixed-use building in a Mixed-Use Area where any total retail floor space is less than the total residential floor space, and any individual retail use does not exceed 4,000 square feet.

**SERVICE BUSINESS.**—Any establishment whose primary activity is the provision of services and retail associated with that service assistance, as opposed to the sole provision of products to individuals, businesses, industry, government, or other enterprises. Such businesses include fuel distributors, auto body shops, storage units, vehicle and tire sales with repair, heavy equipment and small engine sales with repair, landscaping contractors with a yard that has trees and mulch available, etc.



**SMART GROWTH PRINCIPLES.**—Growth that:

- a. Maintains the historic development pattern of compact village and urban centers separated by rural countryside;
- b. Develops compact mixed-use centers at a scale appropriate for the community and the region;
- c. Enables choice in modes of transportation;
- d. Protects the state’s important environmental, natural, and historic features, including natural areas, water quality, scenic resources, and historic sites and districts;
- e. Serves to strengthen agricultural and forest industries and minimizes conflicts of development with these industries;
- f. Balances growth with the availability of economic and efficient public utilities and services;
- g. Supports a diversity of viable businesses in downtowns and villages;
- h. Provides for housing that meets the needs of a diversity of social and income groups in each community;
- i. Reflects a settlement pattern that, at full build-out, is not characterized by:
  - Scattered development located outside of compact urban and village centers that is excessively land consumptive;
  - Development that limits transportation options, especially for pedestrians;
  - The fragmentation of farm and forest land;
  - Development that is not serviced by municipal infrastructure or that requires the extension of municipal infrastructure across undeveloped lands in a manner that would extend service to lands located outside compact village and urban centers;
  - Linear development along well-traveled roads and highways that lacks depth, as measured from the highway.

**SOILS, PRIMARY AGRICULTURAL.**—A farmland soils map unit that the Natural Resources Conservation Service of the U.S. Department of Agriculture (NRCS) has identified and determined to have a rating of prime or statewide significance. For the purposes of this Plan, Prime Agricultural Land is synonymous with this definition.

**SOILS, PRODUCTIVE FOREST.**—Those soils which are not primary agricultural soils but which have a reasonable potential for commercial forestry and which have not been developed. In order to qualify as productive forest soils, the land containing such soils shall be of a size and location, relative to adjoining land uses, natural condition, and ownership patterns, so that those soils will be capable of supporting or contributing to a commercial forestry operation. Land use on those soils may include commercial timber harvesting and specialized forest uses such as maple sugar or Christmas tree production.

**SOURCE PROTECTION AREA (SPA).**—The surface and subsurface area surrounding a public water source system, through which contaminants are likely to move toward and reach the water well or well-field during normal pumping activity. Synonymous with “Wellhead Protection Area” (WHPA). Most often delineated by the Vermont Department of Health.

**SPECIAL FLOOD HAZARD AREA.**—Synonymous with “area of special flood hazard.” The floodplain within a community subject to a 1 percent or greater chance of flooding in any given year. This area is usually labeled Zone A, AO, AH, AE, or A1-30 in the most current flood insurance studies and on the maps published by the Federal Emergency Management Agency. Please note, where floodways have been determined, they may be shown on separate map panels from the Flood Insurance Rate Maps.

**SPRAWL.**—Dispersed auto-dependent development occurring outside of compact urban and village centers, along highways, and in rural countryside. Sprawl is typically characterized by:

- a. Excessive land consumption;
- b. Low densities in comparison with older centers;
- c. Lack of choice in ways to travel;
- d. Fragmented open space, wide gaps between development, and a scattered appearance;
- e. Lack of choice in housing types and prices;
- f. Separation of uses into distinct areas;
- g. Repetitive one-story development;
- h. Commercial buildings surrounded by acres of parking;
- i. Lack of public spaces and community centers.

**STRIP DEVELOPMENT.**—Linear commercial development along an arterial highway leading from an urban or village center or connecting two centers. Strip development has many characteristics, not all of which need to occur for strip development to be present. The characteristics of strip development include, but are not limited to, the following:

- a. Use of individual curb cuts for each project along the highway;
- b. Lack of connections between the projects, except for the highway connection;
- c. One-story buildings containing a single type of use;
- d. Little to no pedestrian circulation between projects on the strip;
- e. Accessibility of individual projects primarily to automobiles;
- f. Separation of projects by parking lots;
- g. Individual project design, signage, lighting, parking, and landscaping; lack of coordination between projects concerning these items, causing cluttered appearance;
- h. Narrow depth and broad street frontage of project parcels to take advantage of exposure on the arterial highway.

**SUBSTANTIAL REGIONAL IMPACT.**—A threshold for review under Act 250 and precedence of this Regional Plan as defined in Section XIV(A) of this Plan under the authority of VSA Title 24, Chapter 117 §4345a(17).

**STRUCTURE.**—An assembly of materials for occupancy or use.

**TAX INCREMENT FINANCING (TIF).**—Provides authority for municipalities to bond for indebtedness due to infrastructure improvements within a TIF District.

**TOWN CENTER.**— As used in this Plan, “Town Center” means the future land use area identified as such in the Regional Future Land Use Area Map, and is a regional land use designation that contains a concentrated mix of uses at a high level of density. They are areas where central public utilities for water and/or sewer are available and where there exists a central location for commercial activities, schools, and cultural and civic activities for the town and the surrounding communities. Uses in the area include offices, principal retail, light industrial, residential, governmental, clinics, schools, and cultural facilities.

**TRANSIT DEVELOPMENT PLAN (TDP).**—A regionally developed transit plan approved by the Agency of Transportation which outlines passenger transportation needs and quality of service in the region. The TDP’s goals are to be incorporated into the transportation elements of Regional Plans prepared by regional planning commissions.

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP).**—A staged, multi-year, intermodal program of transportation projects, funded by the Federal Highway Administration or Federal Transit Administration, which are consistent with the Statewide Long Range Transportation Plan and its planning processes.

**TRAVELER SERVICES.**—Establishments whose primary purpose is to assist road travelers. These establishments would provide easy access to fuel, prepared food, restroom facilities, commuter parking, lodging, or travel information. Establishments that fall under this definition do not include primary or principal retail establishments such as supermarkets, hardware stores, dry-goods stores, pharmacies, or big box stores.

**UNIVERSAL DESIGN.**—Universal design is the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

**UNNATURAL CONVERSION.**—Man-made successional changes in physical or biologic communities such as logging, development, mining, reduction of habitat continuity or composition, or other actions altering the natural process of ecological change normally occurring in an area.

**USE.**— As used in this Plan, “use” is a commercial, public, nonprofit, or private entity, and any associated structures, operating on lands and/or in a building or part thereof. Synonymous with “establishment.”

**VILLAGE SETTLEMENT.**— As used in this Plan, “Village Settlement” or “Village Settlement Area” means the future land use area identified as such in the Regional Future Land Use Area Map, and is a regional land use designation for a compact settlement that normally consists of a mix of uses, including principal retail, at medium to high densities based on the availability of municipal water and/or sewer. Unlike Regional Centers and Town Centers, Village Settlements are not regional markets or trade centers and typically serve a local clientele and visitors.

**WETLAND.**—Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

**WORKFORCE HOUSING.**—Affordable housing that is in close proximity to employment centers and is typically associated with members of the community who are gainfully employed in roles that may require advanced certification or degrees, including police officers, nurses and other medical staff, and school teachers.



