

TOWN OF PLYMOUTH
PLANNING COMMISSION AND
ZONING BOARD OF ADJUSTMENT
APRIL 7, 2026 MINUTES

The April 7, 2026 meeting of the Plymouth Planning Commission and Zoning Board of Adjustment was called to order at 6:02 PM.

Board members in attendance were Bruce Pauley, Frank Vetere, and Mike Scomillio. Anne Brown attended via Zoom.

Kyle Katz of Two Rivers Ottauquechee Regional Commission and Willem Bargfrede of Okemo Valley TV were also in attendance.

First on the agenda was the election of a chair and vice chair. Anne Brown nominated Bruce Pauley as Chairman, Frank Vetere seconded the motion. All were in favor.

Mike Scomillio nominated Frank Vetere as Vice Chairman. Anne Brown seconded the motion. All were in favor.

Next Anne Brown made a motion to adopt the 2026 Planning Commission Rules of Procedure. Frank Vetere seconded the motion. All were in favor.

The board members in attendance then signed the Rules of Procedure.

Next Bruce Pauley made an addition to the agenda to add a discussion for Survey questions to be included with mailing the tax bills. He moved this discussion to item # 9 on the agenda, moving a discussion of the Zoning Permit revision to item # 10 and Adjournment to item # 11.

Kyle Katz of TRORC then reviewed the Town Plan Introduction, and the chapters on Transportation and Economic Development. The board members present actively participated in these discussions.

The Introduction to the Town Plan states its purpose is to serve as a guide for the town's future growth and development, ensuring that the desires of Plymouth residents are considered when decisions are made.

It represents how the citizens of Plymouth feel about growth in their town, and acts to influence, by means of goals, policies, and recommendations, what forms future growth will take.

To that end, Kyle spoke a bit about the necessity of scheduling a Public Forum to encourage town residents to actively participate in the Town Plan revision.

In the Transportation chapter, the breakdown of State and town highway mileage was updated to 2025 data:

Class 1 State Highways: Route 100A is 4.76 miles. Route 100 is 9.73 miles

Class 2 Town Highways: Kingdom Rd, Buswell Pond Rd, and Coolidge Memorial Rd: 3.72 miles

Class 3 Town Highways: roads with year - round public access: 36.89 miles

Class 4 Town Highways: roads not maintained during winter. Summer maintenance is based strictly upon the availability of funds: 23.58 miles

TOTAL PLYMOUTH ROAD MILES: 78.68

While road maintenance is an ongoing project, it is important to be proactive and plan for future large road projects, such as bridge repairs or replacements. Future planning gives us an opportunity to take advantage of grants that might be available. We will follow up with the Road Commissioner to provide

Kyle with a list of recently completed, upcoming, and future priority transportation projects for the town, to be included on our Town Plan revision.

One of the goals in our existing town plan is to assure that all residents, whether they have personal transportation or not, have access to shopping, medical facilities, etc., as needed. However, the options for personal transportation for residents without personal transportation are still limited.

MOOver provides bus service from Ludlow to Bellows Falls and free door-to-door transportation services for qualifying adults. We need to find out how residents with transportation needs can access the existing bus service and what other service organizations provide transportation for Plymouth residents?

The board discussed two statements about Class 4 roads, noted under the heading of Policies in the Transportation Chapter. Statement # 5 reads "It is the policy of the town that any changes to Class 4 roads or trails be approved by townspeople."

Statement # 12 states "It is the policy of the Town not to give up any Class 4 roads or trail." Since both statements are similar, the board discussed language to combine the two statements.

Under Standards in the Transportation chapter, board members suggested that Statement #1 be re-stated to say "Significant / substantial improvements to local roads shall only be conducted where necessary, on roads leading into areas where the town desires to encourage development, or maintain existing development. By keeping remote areas less conveniently accessed, the town is establishing a clear standard on where future residential development is more appropriate.

Statement # 2 under the heading of Standards states "The town shall control curb cuts to ensure the proper function and performance of a roadway." The statement continued to list three concepts to use in evaluating developments:

1. Restricting or limiting the number of curb cuts per parcel or linear feet of roadway.
2. Ruling out direct access on a primary road if a reasonable alternative exists; provide for separation between curb cuts and public road intersections.
3. Consolidating or reconfiguring existing curb cuts or access roads to improve the safety and efficient function of a roadway

These standards shall also apply to private roads.

Line-of-site issues regarding curb cuts were discussed by board members as an important consideration in evaluating new development plans. Kyle asked to review the town's Access Permit, as we have no local road standards in our zoning regulations.

It was noted that in recent years state road improvements have resulted in safer driving and recreational biking conditions, where crumbling road shoulders have been a safety hazard in the past.

Next, Kyle discussed the Economic Development Chapter, showing charts on Occupations by Industry in Plymouth, Median Household Income in Plymouth and surrounding towns, showing Plymouth as just above the average income for the area, and Mean Earnings for full-time, year - round workers compared to the state mean earnings. These data were sourced from the American Community Survey dated 2024. Supporting high speed telecommunication expansion has allowed greater work from home opportunities, helping to reduce transportation costs and strengthening the local economy.

Both Tyson and Plymouth Union are designated as Village Centers, a status that provides access to priority consideration for some state grants. This designation also offers tax credits for the revitalization of buildings within designated areas. Having a designated village supports the traditional Vermont development pattern of a compact village center surrounded by rural countryside.

Discussion followed regarding scheduling a Public Forum, to give the public an overview of the purpose of a Town Plan and why it is being revised. To encourage property owner's input for the future of Plymouth, a survey will be mailed with the 2026 Tax Bills with the option to return the survey with their tax payments or to be completed online.

Public notification of the Survey can be posted on the Town of Plymouth web-site, the Plymouth Press, Front Porch Forum, and the Plymouth Facebook page.

Bruce Pauley tabled the Survey discussion and the review of the Zoning Permit application until the May 5, 2026 meeting when a full board will be present.

The meeting was adjourned at 7: 50 PM.

Respectfully submitted as draft,

Elaine Pauley