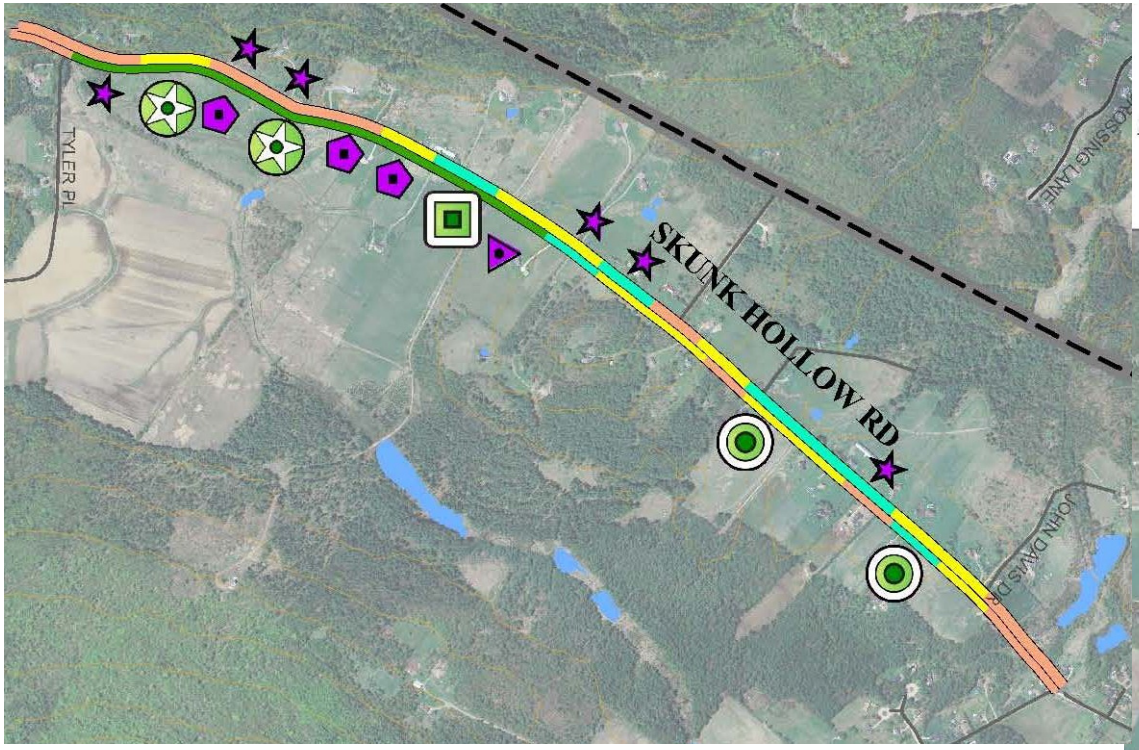
Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



Legend

N
W E
S

Significant Features

- Outstanding Built Landscape
- Camel's Hump
- Mt. Mansfield
- Camel's Hump & Built Landscape
- Mt. Mansfield & Built Landscape
- Camel's Hump, Mt. Mansfield & Built Landscape
- Camel's Hump & Mt. Mansfield

Assessed Roads

Least Scenic

Most Scenic

Road Centerline

Contour - 50 ft interval

1:12,000

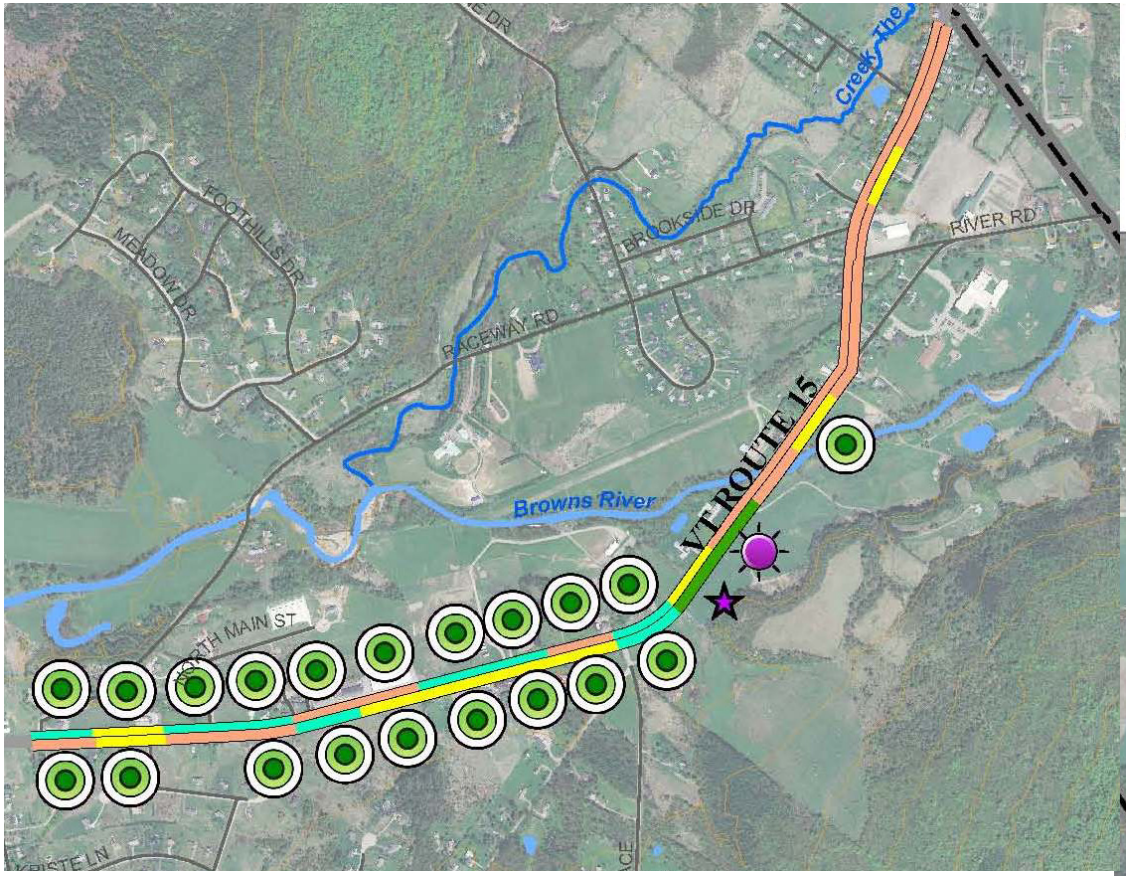
0 500 1,000 Feet

VERMONT ROUTE 15

Route 15, the main travel route through Jericho, was divided into four segments for the assessment. Only the two eastern segments were assessed, starting east of Jericho Village just past a stretch of residences on smaller lots within 100 feet of the roadway. The eastern portion of Route 15 from Jericho Village (just east of Raceway Road to Park Street in the village of Underhill Flats) is fronted by numerous commercial properties and residences on large lots, yet retains much of its scenic beauty. Mount Mansfield can be seen along nearly half of the area assessed, mostly in the eastern segment (VT-03) which points eastbound travelers directly at Mount Mansfield, less than 10 miles away. Classic red barns, pastures, historic cemeteries and churches line the roadsides.

Similar planning techniques should be considered to maintain the rural landscape and any key views. Ensuring landscaping and buildings distinguish between the more developed Jericho Village and village of Underhill Flats and rural lands will be key to maintaining the change from center to rural land uses

Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



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- Camel's Hump & Mt. Mansfield

Assessed Roads

- Least Scenic
- Most Scenic
- Road Centerline
- Contour - 50 ft interval

N W E S

1:12,000

0 500 1,000 Feet

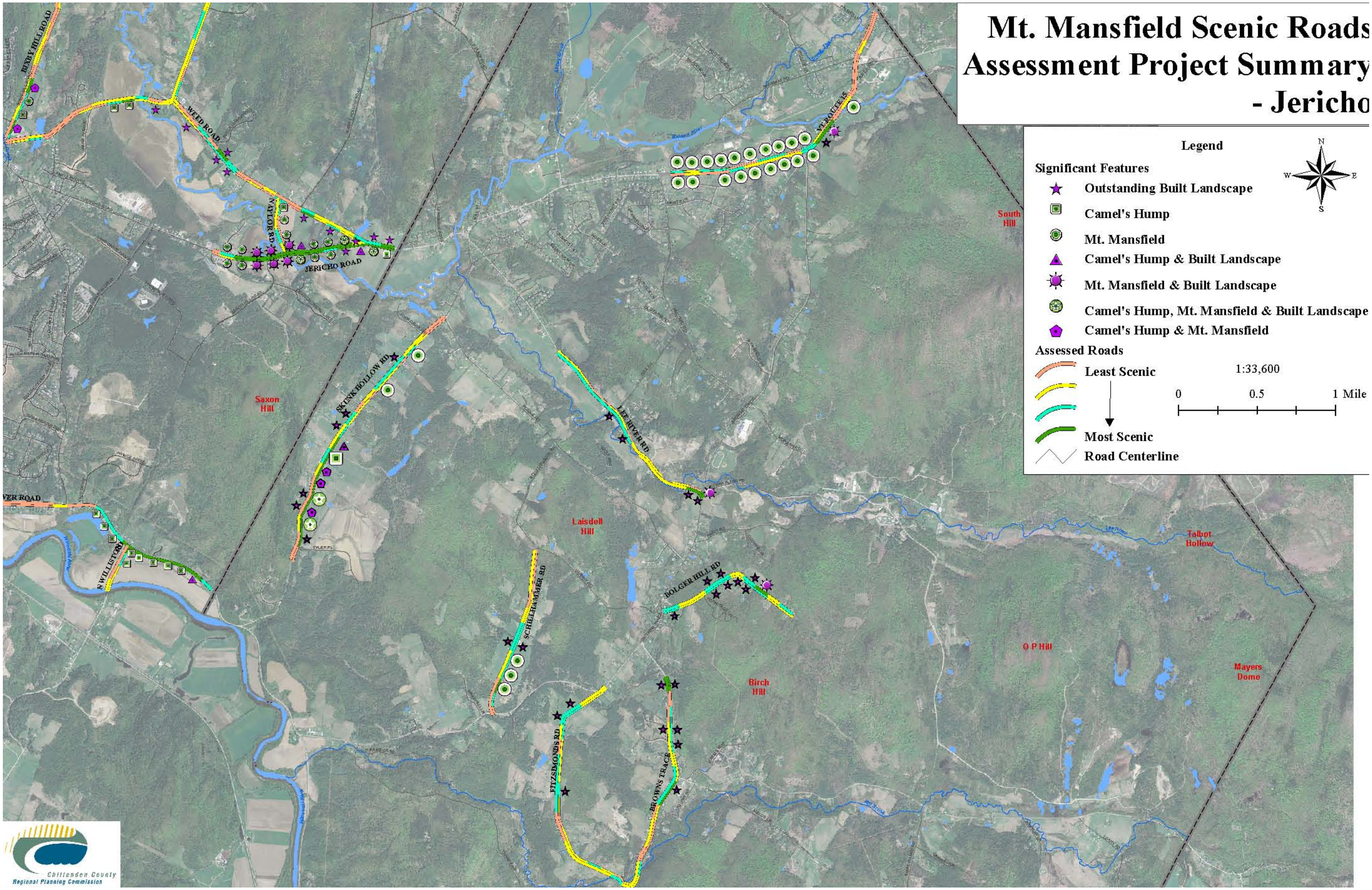
OVERALL ASSESSMENT

Less than half of Jericho's roads were assessed so a full assessment of Jericho's scenic roads is not yet possible. Many of the roads yet to be assessed, such as Cilley Hill Road, Old Pump Road and Route 117, are located in extremely scenic areas under significant development pressure. What the 13 assessed segments do indicate, however, is that Jericho has suffered from the same incremental changes to the quality of its scenic landscapes seen along the roads in Essex.

Degradation along the Route 15 highway corridor has occurred, as has degradation along collector roads intersecting with Route 15. Intense suburban development has occurred on both the east and west sides of Route 15 from Jericho Corners Underhill Flats. In addition to this corridor, farm valleys running through the southern portion of Jericho on roads like Nashville Road, Fitzsimonds Road and Skunk Hollow Road have suffered from newer residential development that has converted scenic farms to a mix of lawns and abandoned overgrown fields.

As the Green Mountains rise from the Lake Champlain basin, soft upward slopes give way to the steeper hills and narrower valleys found in Jericho. Given the topography of the town, development pressures are intensified in these relatively narrow valleys that have already seen significant residential growth. As a result, though Jericho is home to just a fraction of the population found in Essex and is a longer commute to employment centers in Chittenden County, all of the roads assessed are faced with near-term threats to their scenic quality.

Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



PART 3 – DESIGN GUIDELINES

INTRODUCTION

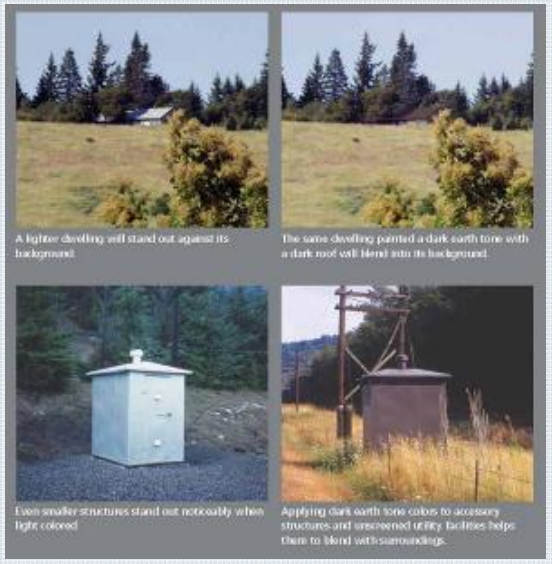
New development along scenic roads in Jericho and Essex can be accommodated without sacrificing world-class views if that development is planned and implemented according to design guidelines that properly place development into the local context. As much as a barn would look out of place in a neighborhood of brick-façade storefronts, those storefronts would look out of place along the edge of an open field. And a suburban split-level ranch would look wrong in both places.

The setting, scale and materials used make all the difference in whether a business or residence is a good fit for the 'neighborhood, even, or especially, if that neighborhood is comprised of field and forest. These design guidelines document common design objectives for scenic areas with the use of illustrations and examples that may be used by communities reviewing development in scenic areas.

The fundamental concept for development in rural areas is sensitivity to the scenic context. In terms of land development project design, this can mean an awareness of how buildings are set on a lot, how the shape and scale of buildings fit into the contours of the land, how the materials used blend with or complement the landscape, and how landscaping is used to focus attention on scenic features and obscure potentially unattractive features like utilities and parking. Buildings and related structures should not visually dominate in scenic areas.

FIG. 3-66: CONTEXT SENSITIVE

Context sensitive, a term that comes from the technological world, is a help screen that recognizes where it is in a program and shapes the resulting help information accordingly. The term was brought into the built environment glossary by transportation planners seeking to fit the development of road systems themselves into their local context, rather than the traditional approach of applying conventional roadway design without considering the unique aspects of the local setting.



SITE SELECTION

It is imperative to consider the site itself in project design. Developers should consider topography, vegetation and other natural features found not just on the property, but on the surrounding landscape.

Development should be integrated into the landscape – not just fit into the contour of the land, but should match or complement the scale and color palette of the land.

This reverses the conventional approach of first laying out lots to maximize the number of saleable lots, identifying the necessary infrastructure for those lots, and then finally considering scenic and other natural resource protection last. By considering resource protection first, developers are finding that not only are they not sacrificing marketability, but they are generally enhancing the value of their development

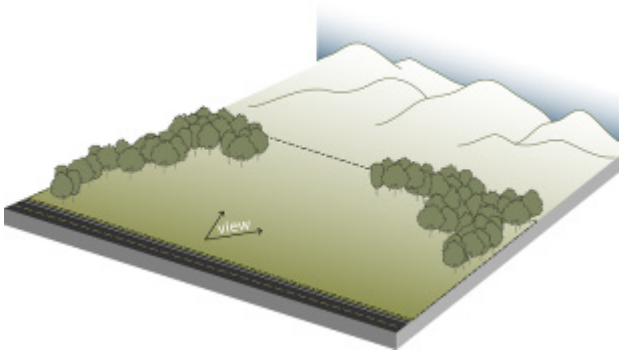
Before a larger development is laid out, it is important to first evaluate the site itself:

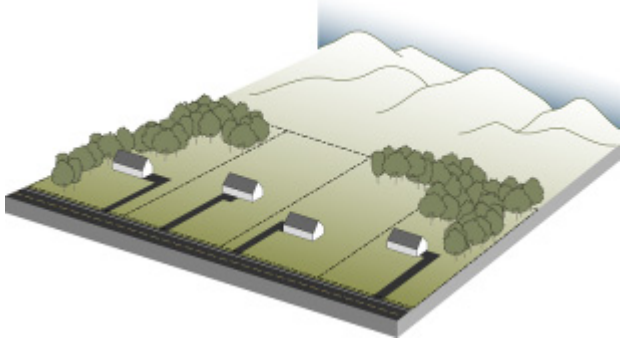
- ★ Prominent scenic features such as hills, water bodies, open fields
- ★ Less obvious features such as critical habitat, working forest, wildlife corridors and wetlands

Site layout can minimize detraction from scenic resources and may even be used to enhance the scenic quality of the area.

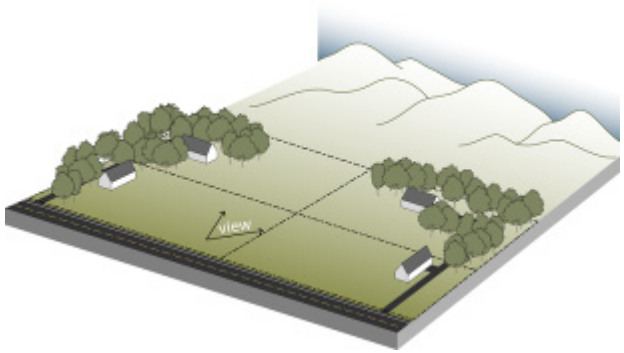
Features outside the property bounds must also be considered in laying out lots to be developed and preserved. Distant scenic views like Mount Mansfield can be framed to enhance not just an individual home's view, but the view from the perspective of a visitor, adding value to individual property, neighborhood and community, and further securing the local identity and the Vermont brand.

Fig. 3-67





Development patterns that place homes in a row along a road can both block the viewshed and fragment wildlife habitat and farmland.



When the same number of homes are clustered at the edges of a view, more open land is preserved as well as the view .

SITE DESIGN

The building placement, lighting, landscaping and signage of a development site can degrade scenic views if not carefully considered and implemented. Applied well, they may just as easily be the means of preserving and enhancing scenic resources.

BUILDING ENVELOPES AND PLACEMENT

A building envelope is the designated space on a parcel of land within which buildings may be built. In addition to reflecting setbacks, height limits, easements, site access, parking and other limitations on building placement, building envelopes can be used to specify the best locations to accommodate views. Building placement is a crucial element in site design. Towns or developers can limit building placement by applying a building envelope to each lot.

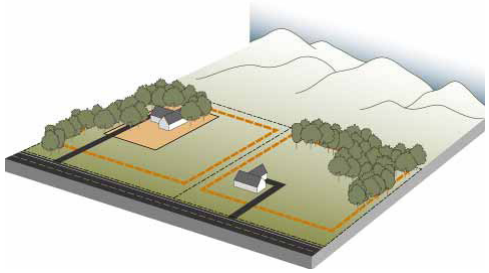
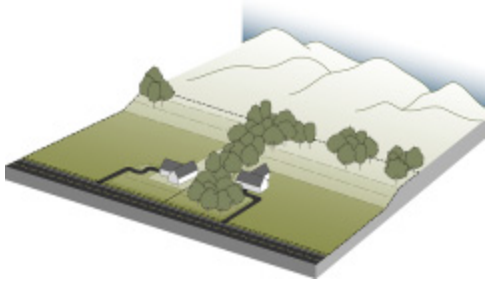


Fig. 3-68.1

The placement of these two homes illustrates how building envelopes can be used to protect views. The lot on the left has a designated building envelope that ensured that the home built on it would be located along the edge of the open field. The lot on the left has no building envelope, so the placement of a home is constrained only by the minimum lot setbacks and protection of the view is not considered.



The home on the left is tucked into the terrain behind the knoll at the edge of the property. The home on the right is prominently located on top of the cleared knoll.

Depending on the view – whether large sweeping views with open meadows, or historical rural pattern or clear views to Mount Mansfield or Camel's Hump – different building envelope requirements should be considered. Buildings and driveways can be tucked into tree lines if there are large sweeping views. Buildings clustered together rather than linearly sited may also assist in preserving scenic qualities or buildings could be positioned to frame rather than block views. In Jericho this could play a key role in maintaining prominent views of Mount Mansfield, while encouraging development in the village centers.

Building locations can be worked in with existing landscape features to enhance the look and feel of the site. Buildings placed at the edge of open lands with wooded lands as a backdrop blend well with the landscape. Landforms can also be used as backdrops or screens for buildings, rendering them much less intrusive into the view. Development should avoid geologic features, such as rock outcroppings or steep slopes.

Fig. 3-68.2

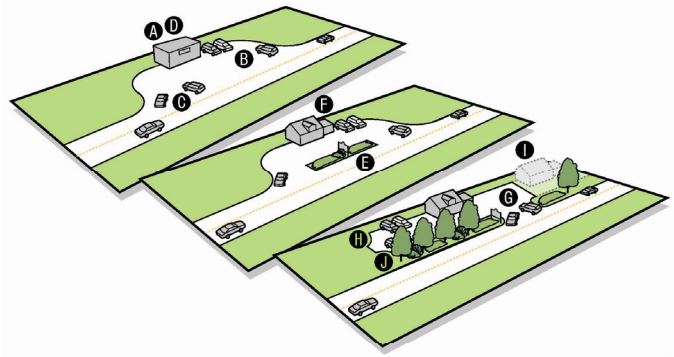
The traditional Vermont crossroad offers a model of clustering that can add to the landscape by emphasizing the historic rural patterns.

DRIVEWAYS AND PARKING

Driveways and parking areas can be fit into a setting by following the contours of the natural topography and limiting the slope of drives and utility line cuts. New service lines should be run underground where feasible, and, where underground is not feasible, run along the most inconspicuous path. For both drives and utility cuts, long straight lines should be avoided. Excavation and fill for roads and site grading should be minimized.

Vehicle access locations should minimize curb cuts into the roadway and enhance traffic flow. Two ways to minimize access are (1) use shared driveways for multiple buildings or lots and (2) use access or service roads to direct local traffic off roads to commercial complexes.

Parking should be shielded from view by structures or vegetative screening. Parking areas are best located behind or along the sides of buildings, and care should be taken to "right-size" parking –not too little, but just enough to address actual needs. Dark colored surface materials work best to render parking lots and drives unobtrusive. Breaking a large parking lot into smaller parking units surrounded by landscaping also helps.



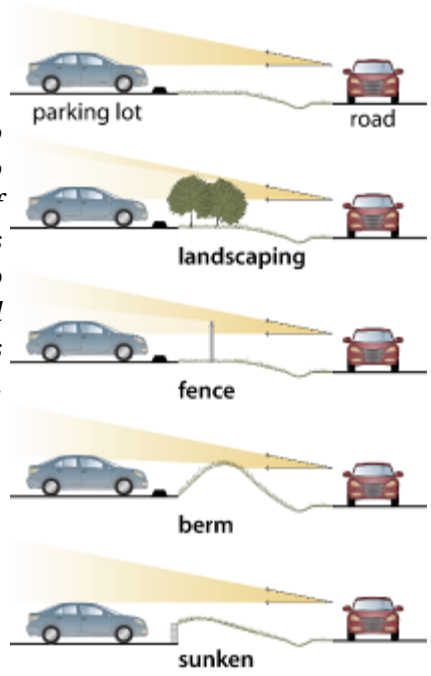
EXISTING PATTERN:
Many typical curb cuts along Route 7 have single large buildings (A) with unlimited access and poorly organized parking (B). This results in conflicting in & out traffic (C) and a lack of predictability for oncoming drivers, which creates hazards. Signage on building (D) is difficult to see.

PRINCIPLE:
A landscaped island (E) provides two access points (minimizing traffic confusion), offers a more visible place for signage and buffers parking. Vernacular architecture with design features (F) becomes an easy to see landmark and reinforces the quality of the business.One point of access (G) is the safest, offers the ability for better organized parking (H) and can be designed to serve two commercial buildings (I). Strong landscape plantings (J) screens parking while trees enhance site, shade lot and add property value.

Fig. 3-69.1

LANDSCAPING AND FENCING

Fig. 3-69.2



Where no option exists to placing parking close to the road, one or more of the design techniques above can be used to screen the parking lot and reduce its visual impact as viewed from the road.

Fig. 3-69.3

Example of a parking lot that incorporates low-impact development (LID) techniques. The landscaped island serves not only to soften the visual impact of the parking lot, but to collect and infiltrate stormwater.

Landscaping is generally thought of in site development as a screening tool and visual guide. In scenic areas, first and foremost, developers should take care not to actually obstruct views of scenic elements on the site and surrounding lands. Further, landscaping may be used to lead the eye to scenic elements.

Landscaping should respect the natural heritage and regional character, including the use of native plants and the removal of invasive species found on the site. Developers should reflect common patterns of the natural surrounding environment in their landscape design. Legacies from our farming heritage, such as existing hedgerows and stone walls, make perfect borders for parking lots and buildings.

The strategic placement of open space within the development can protect natural features such as river corridors, wetlands, steep slopes, and ridgelines. Open space can also keep views of distant scenic features open.

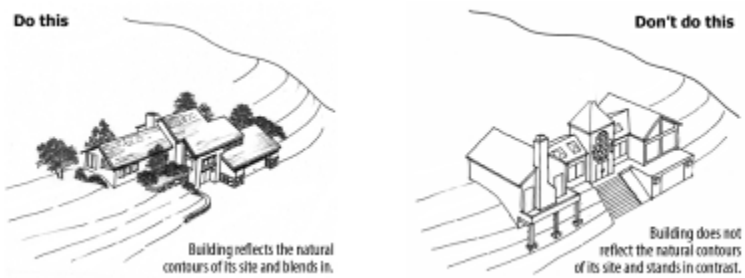


Fig. 3-70.1

In keeping with these aspirations to preserve open views and natural elements, fencing located away from buildings should be wildlife friendly fencing or "rural" open fencing rather than solid fencing. Fences, walls, and gates should be selected so that they do not inhibit the passage of wildlife. Solid fencing near buildings should be surfaced, painted, landscaped or otherwise treated to blend with the surroundings.

Landscaping elements should not be the primary mechanism for preservation of scenic resources. Any project which depends primarily on landscaping to screen its features may not be an appropriate use for the area.

Fig. 3-70.2

Fencing can be combined with landscaping, such as this example where flowers are trained to grow up the fence posts.

The design of landscaping and screening should reflect the context of the site. In a village setting, consider more formal, organized or structured styles of fencing and landscaping. In a rural setting, a more naturalistic approach selecting and placing plant materials will result in landscaping that is compatible with its surrounding environment. Long stretches of solid, high fencing or hedge-type landscaping will detract from scenic character.

SIGNAGE

In 1968, Vermont's legislature took an important step toward preserving the state's scenic resources by passing the Billboard Act, banishing unsightly billboards from Vermont's roadsides. More than 40 years later, the wisdom of this measure is evident throughout the state. But regulation of on-site signs, including size, number, location and style of signs, is a matter left to local regulation. To prevent visual clutter, communities and developers should consider on-site signs that are:

- ★ Limited to one building-mounted and one freestanding sign
- ★ Consolidated into a single free-standing sign where multiple businesses are located on one site
- ★ Scaled and designed to fit the surrounding environment, both built and natural
- ★ Scaled and designed for pedestrians rather than for drivers in village centers
- ★ Controlled for lighting and motion, restricting the size and brightness of internally-lit signs, limiting the direction and brightness of exterior sign lighting, and limiting the distraction caused by moving sign parts, text or graphics
- ★ Further regulated for palette, size, and materials in designated scenic areas

Fig. 3-71.2

This well-designed gas station features a sign that fits with the character of the building and the area.

Fig. 3-71.3

In contrast to below, this car dealership has excessive signage and attention-grabbing devices

This is an example of a car dealership appropriate for a village setting with the sales lot located to the side and at the rear of the lot, a well-landscaped yard and a building that is similar in scale and design to other residential structures on the street,

Fig. 3-71.4

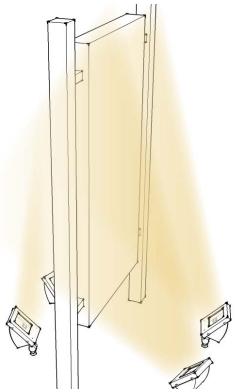
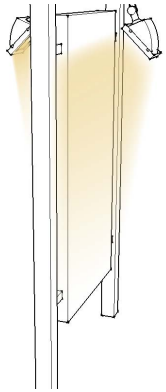


Fig. 3-71.1

Signs can be visible at night without resorting to internal lighting options. In the illustration to the left, lights are aimed on the sign and angled to minimize upward light loss. Another example, which loses less light, is shown to the right, where the floodlights are aimed down onto the sign so that light use is maximized.



LIGHTING

The night sky is an important part of the natural heritage of the region and steps should be taken to minimize the amount of artificial light that shines up into the night sky. Outdoor fixtures should direct light downward only to where light is needed for utility and safety, and, when practicable, produce light only when it is needed. Up-light makes it increasingly difficult to enjoy the night sky. Outdoor fixtures that produce up-light usually also produce glare. In contrast, downward-directed light fixtures generally do not produce much glare. Glare often hinders visibility and produces a cluttered, unattractive nighttime environment. Glare should be kept to a minimum.

Use of full cut-off light fixtures, which direct light downward, addresses all of these concerns. Aside from preserving the traditional nighttime landscape, this will also produce energy savings because with light use concentrated, a lower wattage lamp can be installed at a lower operating cost and more efficient utilization

Using only the minimum level of light needed to safely perform the illuminated activities will also reduce glare and add to energy savings. Excessive levels of illumination are not only a distraction to the rural nighttime environment, but can actually make it more difficult to see effectively.

Fig. 3-72.1,2,3

In the illustration above, wall pack light fixtures are not shielded, causing glare and upward light loss. The example at left shows shielded wall pack lighting that directs the beams on the sidewalk and parking lot.

Fig. 3-72.4

There are many different design options available today for shielded, downward light fixtures for homes as well as commercial properties and roadways.

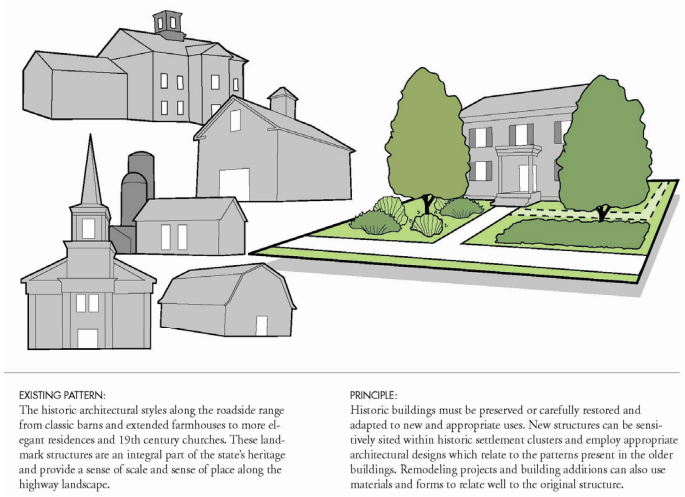
Shielded fixtures on these garage doors provides lighting exactly where it is needed.

BUILDING DESIGN AND MATERIALS

Central to the success of integrating a new project or redevelopment into a scenic setting is the design, construction and orientation of the building or buildings. The choice of architectural style, orientation on the site, and materials should enhance the scenic nature of the property and its environment.

DESIGN

The style of a building, if it reflects the vernacular or traditional style of a region, can be a major factor in enhancing the scenic values of a development and its surroundings. From 'witch windows' found diagonally between two roof lines on the gable ends of Vermont farmhouses to post and beam bank barns, historical references small and large can echo the surrounding countryside.



EXISTING PATTERN:
The historic architectural styles along the roadside range from classic barns and extended farmhouses to more elegant residences and 19th century churches. These landmark structures are an integral part of the state's heritage and provide a sense of scale and sense of place along the highway landscape.

PRINCIPLE:
Historic buildings must be preserved or carefully restored and adapted to new and appropriate uses. New structures can be sensitively sited within historic settlement clusters and employ appropriate architectural designs which relate to the patterns present in the older buildings. Remodeling projects and building additions can also use materials and forms to relate well to the original structure.

Fig. 3-73.1

A good example of traditional barn architecture used for a new structure can be seen on Colonel Page Road in Essex.

Historic barns such as this pair on Jericho Road in Essex, are examples of architectural elements that add to the landscape.

Multiple buildings should be grouped close together and at right angles to each other, which also reflects the agricultural heritage of the area.

Fig. 3-73.2

Traditional Vermont architectural details, such as the "witch window," add to the character of the landscape.

Fig. 3-73.3

ROOF

The shape, pitch, and material for a building's roof are principal design features. Roofs provide a sense of scale and proportion and are often the most visible feature of a building. The basic shape of the roof should follow the principles of a specific architectural style. The roof mass and how it is articulated into different shapes also contributes to the character of a building.

Fig. 3-74.1

This building provides an example of how varied roof shapes and how they are articulated can add interest to a large building as well as helping to minimize its visual impact.

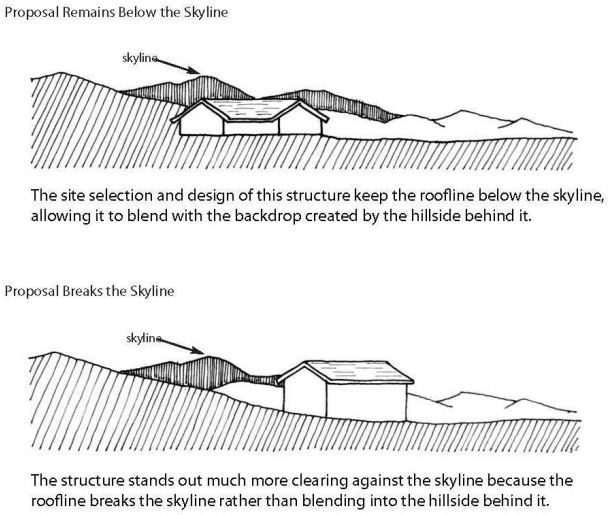
Standing seam metal roofs, such as on this home in Jericho, follow the architectural style of the building as well as the region.

MASS

Building mass should also be taken into consideration. The structure and orientation of a building can significantly affect how a viewer perceives the building's size. To reduce building mass along scenic roadsides, in addition to setbacks and screening, buildings should be oriented so that the gable or narrow end faces the road.

Larger buildings can be placed behind smaller, more human scale buildings and designed to reflect the historic barns, sheds, and mills of Essex and Jericho. Mixing roof pitches and adding sheds, as many Vermont farms and mills have

Fig. 3-74.2



done over time, can allow for large commercial spaces while retaining the appropriate exterior appearance. Varied floor levels, roof patterns, architectural details, window sizes and patterns, and façade finishes should be encouraged for large buildings to create the appearance of several smaller buildings.

Fig. 3-75.1

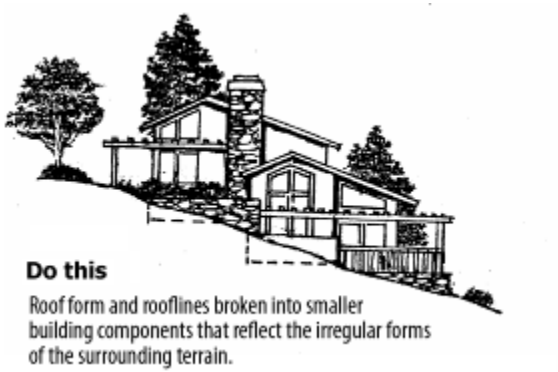
Their sign is an excellent example of signage can enhance the roadscape

This automotive supply store has a smaller, gabled side facing Main Street with the large side containing the car bays, on the side street.

Fig. 3-75.2

Retail space in Freeport, Maine, is built to fit with the architecture of the region. By varying levels and roof lines, the designers have also helped minimize the impact of these large buildings.

Buildings that cut into slopes are encouraged where they can help minimize the perceived mass and size. Step buildings down along slopes to minimize visual impacts and reduce the apparent height. Set buildings below natural ridgelines whenever possible



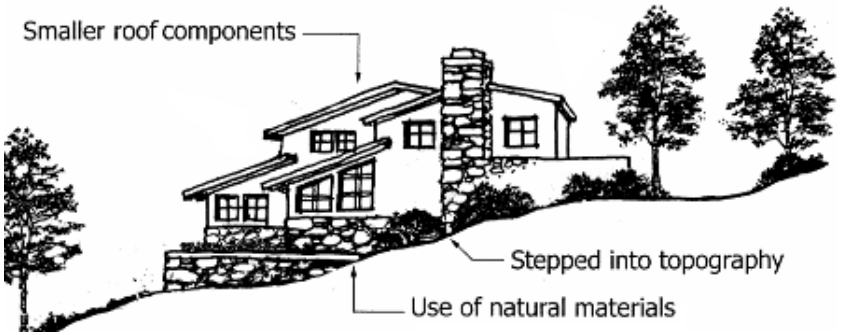


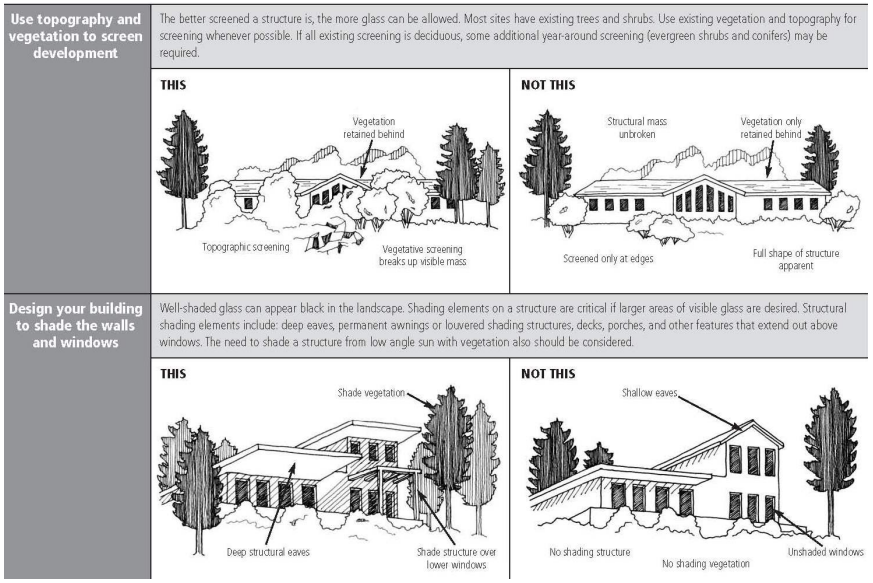
Fig. 3-75.3,4

MATERIALS

Building materials should be selected to integrate with and complement the surrounding natural and built environment. Wood and stone are the dominant exterior building materials of rural Vermont architecture, and metal, whether corrugated or standing seam, the dominant roofing material.

Durable modern materials that are historically accurate in appearance may be good alternatives. For example, fiber cement clapboards may be a good alternative to traditional wood clapboards. Dark and muted colors help larger buildings blend into their surroundings. Large areas of glass in exterior walls that reveal expanses of interior light may cause glare and should be minimized. Reflective and glare producing finishes should be avoided.

Fig. 3-76.6



Vegetation can be used to screen large expanses of windows to prevent glare that distracts from the landscape. Well-shaded glass — through the use of deep eaves, for instance — can make glass appear black in the landscape. Other options include permanent awnings, decks, porches and architectural elements that extend out above the windows.

Fig. 3-76.1-5

These five pictures of the same home demonstrate how changing the color of the siding or roof, and changing the materials used from shingle to clapboard can affect the building's impact on the landscape. Note how the darker, more natural colors blend better with the surroundings.

PART 4 – IMPLEMENTING STRATEGIES TO PROTECT SCENIC VIEWS

INTRODUCTION

Identifying, assessing and analyzing scenic views in both Essex and Jericho were only the first steps in ensuring that these important landscape features are available for the enjoyment of current and future generations in these communities. Determining the best strategies and identifying land use planning tools to be implemented was an essential next step for both Towns to consider. This section of the manual outlines the various options both towns considered and identifies the ones they chose to move forward with as part of this project. The tools they chose not to implement in 2010 could, and should, be considered in future planning efforts.

When the scenic views were analyzed and presented to each Planning Commission, a matrix of regulatory and non-regulatory options was also provided for consideration (see Appendices 9 & 10). A detailed description of each option, its purpose, benefits and limitations, was presented in the matrix. A summary of these options is on the next page.

The project team wanted to provide the Towns of Essex and Jericho with both regulatory and non-regulatory tools to consider. A "tool" can be any action that is taken to achieve a particular goal.

Regulatory tools are those that are developed within some sort of legal framework that has rules, requirements, and guidelines. In land use planning, examples include zoning bylaws, subdivision regulations, town plans, and sign ordinances. In Vermont, land use regulations are governed by state statute in 24. V.S.A Chapter 117. In contrast, non-regulatory tools are those that are not "mandatory" or "required." Many communities have utilized creative, non-regulatory tools to meet their land use planning goals. These have included purchasing land, developing a local funding stream for particular purposes, or developing a plan for the creative economy in a community.

REGULATORY OPTIONS

TOWN PLAN UPDATES

Comprehensive, or town, plans set the vision and framework for the future of a community. Municipal plans are developed and adopted by individual municipalities while regional plans are generated by regional planning commissions. Both locals and regional plans are periodically revised and updated. Developing language around scenic viewsheds for a comprehensive plan can provide a firm foothold for advancing regulatory and non-regulatory tools to ensure that these visual resources are not lost. When reviewing the plans for the towns of Essex and Jericho, several sections were identified as areas where language could be added to address preserving scenic resources along road corridors. Thus, the communities can articulate their vision and goals and also outline how the goals will be implemented.

In both towns, we recommended that the community integrate language on scenic resource protection more explicitly into the following sections of their plans:

- ★ The Vision: This section contains the broad vision statement for the community and scenic resources should be mentioned.
- ★ The Goals: Clear, measurable goals should be included for scenic resource protection.
- ★ Economic Development: Scenic views are an economic asset in both communities, drawing tourists each year. In both Town Plans, language should be included in sections that discuss enhancing the travel and tourism sectors as well as hospitality and heritage-based community enterprises. Scenic views are also part of preserving rural character and the aesthetically-pleasing features in a community.
- ★ Transportation: Language regarding scenic views should be integrated into plans for access management, bike paths and any planned outlooks.
- ★ Scenic Resources Section in Essex and the Vistas and Open Land Section in Jericho: These sections should include references to this assessment and past volunteer viewshed study reports.

- ★ Land Use: Scenic viewshed language should be included especially when developing language around maintaining rural lands and discouraging strip development that may detract or destroy scenic views.
- ★ Implementation Statement: Any other regulatory and non-regulatory tools related to scenic view protection that a community plans to implement should be mentioned in this section.

In the Town of Essex, we also suggested adding language to these sections of the Plan:

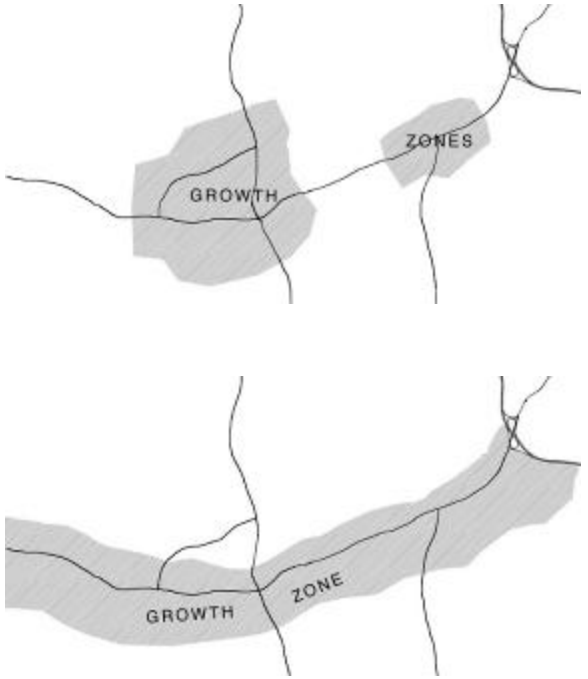
- ★ Housing: In discussion around how housing can impact the preservation of the town's more rural areas and character, scenic viewshed protection language should be added
- ★ Parks and Recreation
- ★ Natural Lands

Both communities plan to integrate updated language into town plan revisions.

CREATE NODES, NOT STRIPS

Over the past several decades, road corridors have been viewed as commercial venues and the result has been a now-familiar pattern of linear strip developments that extend outward from town's centers. Instead, communities should consider concentrating commercial, office and community facilities within and immediately around town centers and other existing areas of development. This creates nodes, rather than strips, of development. The benefit of more compact development is that there is a clear delineation between town center and countryside. This allows expansive views to be maintained. However, any discussions around changes to zoning regulations should consider how they might impact current land owners.

We recommended that the towns review their zoning districts to ensure that they are creating a development pattern that allows development in and around in the village and historic centers rather than expanding development along road frontages.



Nodes of development, as illustrated at left, concentrate growth in specific areas.

Many zoning bylaws specify development along the entire roadside, which can have a serious impact on both the scenic vistas and the town budget as more back roads need paving.

Fig. 4-80.1,2

SCENIC OVERLAY DISTRICTS

An overlay district is a common tool for establishing development restrictions, or extending development incentives, on land within a defined geographic area or characterized by specific physical features or site conditions. Adopted as part of a zoning bylaw, overlay districts are superimposed over one or more underlying conventional zoning districts in order to address areas of community interest that warrant special consideration such as historic preservation, or protection of a particular resource such as scenic road corridors.

We recommended this tool for both communities to consider as it would allow the retention of scenic views, while at the same time allowing for development in the specified areas. In this case, Essex and Jericho have the potential to connect their overlay districts for more regional protection of this resource.

Both communities are considering expanding or updating their current overlay districts. See Appendix 11 for Essex's proposed scenic overlay district

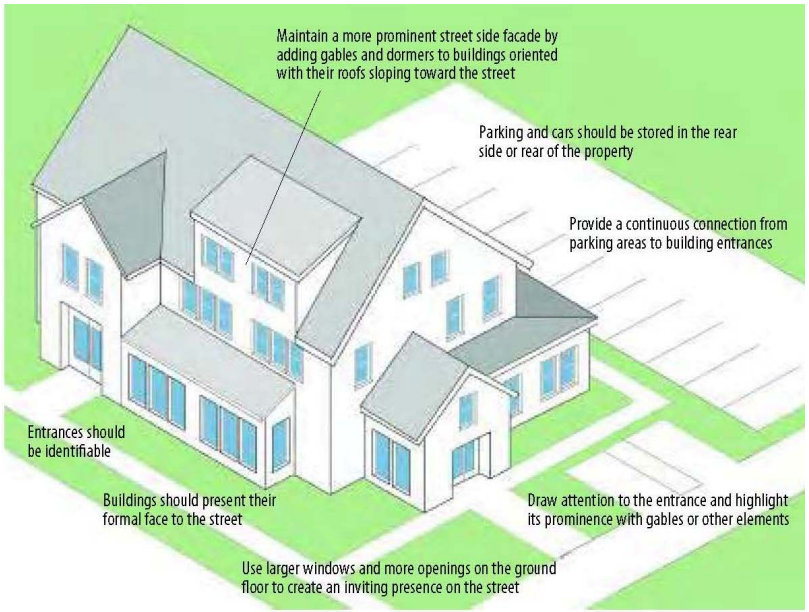
SUBDIVISION SITING STANDARDS

Unlike zoning bylaws, which address the type and density of development allowed on parcels of land within different areas of a community, subdivision regulations address the design and layout of that development, and the provision of public facilities within the community. Subdivision regulations address how land is divided up to accommodate different land uses, how facilities such as roads and sewer lines are extended to serve newly subdivided lots, and how those lots are developed. Subdivision regulations are most effective when used in combination with zoning bylaws, especially when integrated into a set of unified development bylaws, ensuring that subdivision and zoning standards are well integrated and that the administration of the regulations is coordinated. In addition to ensuring that newly created lots meet all applicable zoning standards, subdivision regulations may include provisions to protect natural resources, control the manner in which subdivided lots may be developed, and ensure that facilities are laid out and extended in a manner that promotes orderly community development. Subdivision regulations typically include standards and criteria addressing:

- ★ lot configuration and shape;
- ★ location, timing and/or intensity of lot development;
- ★ adequacy of new facilities and infrastructure (e.g., roads, driveways, utilities);
- ★ integration of roads and infrastructure with the surrounding area;
- ★ impact of the subdivision on community services and facilities;
- ★ protection of natural resources and fragile features; and
- ★ impact of new development on the setting and landscape.

Subdivision siting standards can provide for the retention of key scenic views while still allowing development, and ensure that standards are fair and consistent. However, they can also reduce the flexibility of where development can occur on a site.

Fig. 4-81



Using Design Review to Set Construction Standards. Design review districts set standards for new construction and for renovations to ensure compatibility with the historic or scenic qualities around which districts are based. Clearly stated and illustrated standards help both applicants and reviewers do a good job of meeting the intent of the regulations.

Design review districts set standards for new construction and for renovations to ensure compatibility with the historic or scenic qualities around which the districts are based. Clearly started and illustrated standards help both applicants and reviewers do a good job of meeting the intent of the regulations.

CONTEXT-SENSITIVE DESIGN STANDARDS

Context-sensitive design standards can ensure that buildings, signage, lighting, etc., are designed in a manner that fits the physical and historic setting and preserves scenic assets. They are adapted to specific local conditions; in this case, such standards would require design to be compatible with Essex and Jericho's rural land. These standards can ensure that new development integrates well with natural features and historic development patterns and can be tailored to protect key scenic resources. It can be an added burden and, if not clearly defined, difficult to administer. See Part 3 of this manual for more information.

Fig. 4-82.1,2

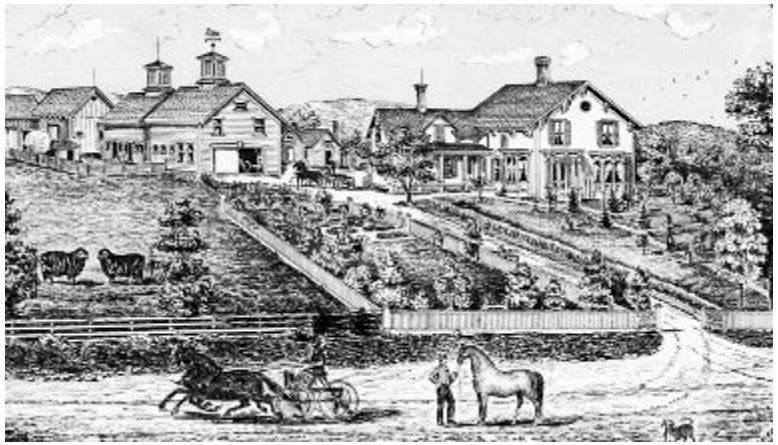
Design of new commercial buildings can be adjusted to be more sensitive to the context of the community and landscape. The "box store" design, as compared to the one opposite, does not blend well with the surrounding countryside.

ACCESS MANAGEMENT POLICIES

Too often, communities grow linearly along a road or highway. As homes, businesses, and retail buildings are constructed along the road, there is a corresponding proliferation of driveways and traffic signals. The result is a deterioration of the function of our roads, decreased highway capacity and a corresponding increase in traffic congestion and hazards.

Access management is a set of strategies designed to prevent traffic congestion, increase pedestrian and traffic safety and, in certain circumstances, preserve scenic views along road corridors. In addition to the more obvious connection to safety, function and capacity of a road to handle traffic, access management has a strong influence on land use and the character of a road corridor. In Vermont, access rules are established and administered by state and local governments, and are a function of the type of highway or road involved. Local communities have the opportunity to influence access-management decisions on state roads through land use regulations. An understanding of the connection between access and land use is critical to understanding the dynamics of road corridor management. We suggested that Essex and Jericho determine the tools that best

Fig. 4-82.3



Historically, Vermont's towns and villages clustered homes around a town center with farmland surrounding the town. Larger buildings were usually broken into sections — most likely because they were built in stages. New construction can retain the feel of the historic character and thereby help retain the historic landscape.

fit their needs and goals such as the following:

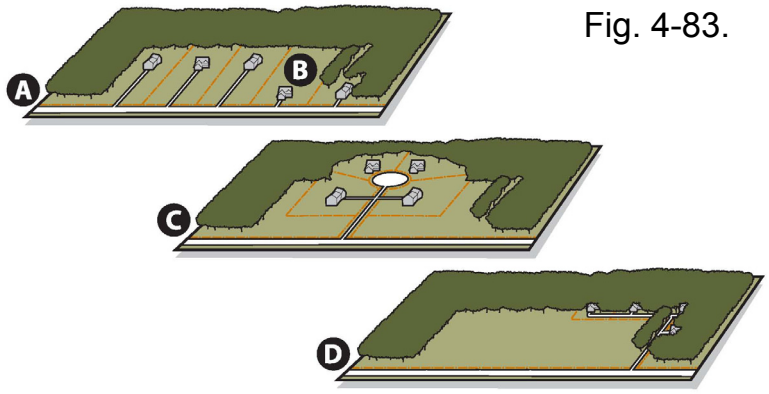
- ★ Limit curb cuts to one per lot, particularly in areas at risk of strip development. For lots with frontage of more than one road, limit access to the road best suited to handle the traffic generated by the proposed use.
- ★ Require master planning for larger properties with plans for future access and internal roads as part of the plan. A master plan should ensure that earlier stages of development will not impact the ability to connect later stages in an integrated road and access pattern.
- ★ Require shared access between parcels, and the consolidation of existing driveways to reduce access points.
- ★ Encourage access-management plans to also cover ideas for connector roads and street networks that will reduce the number of access point onto main roads.

We also suggested that both towns consider policy and standards for driveway width, curve radius, spacing and site distance, service roads, parking lots and interconnected street networks for the community.

DENSITY BONUSES

The provision of density bonuses is an incentive-based tool that permits developers to increase the maximum allowable development on the property in exchange for helping the community achieve public policy goals – in this case, the protection of scenic vistas. Density bonuses can take the form of an increase in the allowable square footage or an increase in the number of dwelling units that are allowed under the zoning. Because this is an incentive-based tool, the developer can choose whether or not to protect the resource.

Fig. 4-83.



EXISTING PATTERN:
Typical linear site development (A) along the road takes the form of single lots in the open landscape, each with individual access points or curb cuts. Sometimes homes are too close to the highway (B). Layouts based on suburban style cul-de-sacs have the advantage of a single curb cut (C), and thus shared access, but may impact the scenic quality of the roadscape.

PRINCIPLE:
A clustered plan within the wooded area (D) provides privacy for individual lots, buffers the residences from the highway, relies on one access point, and successfully preserves the integrity of the open space and thus the scenic view. Sharing driveway access reduces maintenance and provides safer access to the highway.

Density bonuses can be used to encourage developers to cluster homes, as in this example from Virginia.

This development seen from Chapin Road in Essex clusters homes together below the crest of the foothills, preserving the viewshed.

NON-REGULATORY OPTIONS

LANDSCAPING

Landscaping is useful not only to screen structures from sight, but also to help them fit into the surroundings better. Communities can develop programs to encourage the use of landscaping to screen less desirable aspects of a development; to landscape existing developments; or establish street trees. A community would need to be careful that the landscaping does not obscure a scenic view. Other guidelines to consider are as follows:

- ★ Consider the types and patterns of landscaping in the area and use those as a template for new landscaping. This will allow the new landscaping to better blend into the development's context.
- ★ Utilize already existing vegetation such as hedgerows and clusters of trees and shrubs that can provide screening for parking lots or buildings.
- ★ Place buildings so they have a backdrop of forests or hedgerows so they have less visual impact than if they were sited in open areas.

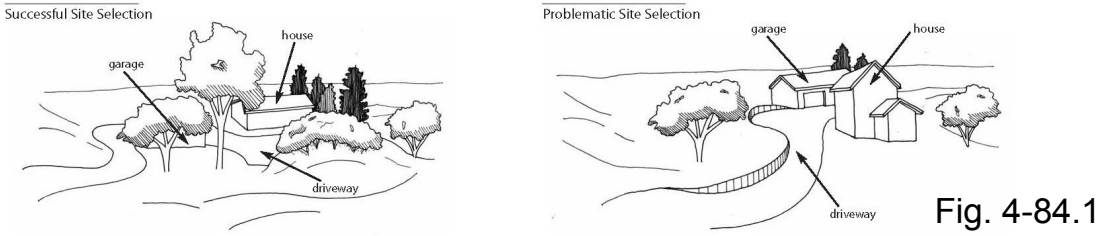


Fig. 4-84.1

- ▶ House is sited behind a knoll.
- ▶ Existing vegetation is retained.
- ▶ Roof line of the home is below the average tree canopy height.
- ▶ House is partially screened using existing topography and vegetation.
- ▶ Garage is almost fully screened using existing vegetation.
- ▶ Access drive and turn-around are also screened by existing vegetation and are located so that cut and fill slopes are not clearly visible.

- ▶ House is sited on the knoll.
- ▶ Existing trees were removed for house, garage, and driveway.
- ▶ Roof line extends above surrounding tree canopy height.
- ▶ Both house and garage are fully visible.
- ▶ Access drive and turn-around are prominently visible, exposing most cut and fill slopes.

Using existing vegetation to minimize the visual impact of new construction does double duty by also helping the building better fit the context of the area.

Fig. 4-84.2

A well-landscaped parking lot, earth-tone color palette and use of natural materials on the building façade improve the compatibility of this big-box store with its surroundings.

Fig. 4-84.3

The landscaping is still immature in this new development, but in a few years, the trees and shrubs will fill out to enhance the building site and the view from the road.

CELEBRATE SCENIC ASSETS

Scenic views and resources are important to the character of both communities, are an integral part of the quality of life for residents and can also be considered as an economic asset. In Vermont, they help fuel our billion-dollar tourism industry and bring visitors from far and wide to our state, particularly during leaf peeping season. We recommend that communities create a committee to celebrate, educate and focus attention on the town's scenic assets. This may include working with the Department of Tourism to determine regional activities that tie into local activities and events, as well as drafting maps, establishing and marking scenic pull offs, creating signage, or hosting a local festival.

As well as increasing the economic value of the scenic resources, these activities have the added benefit of bringing residents together to learn more about and celebrate their scenic views.

Festivals and parades, such as this one in Bellows Falls, VT, provide an opportunity for citizens to celebrate their community and provide an added attraction to tourists visiting the area because of the scenic assets.

LAND CONSERVATION

Land conservation may be the best way to permanently protect top priority views in a community. This tool can be implemented by the state or local governments as well as state, regional or local non-profit land trusts. The resource assessment and analysis completed earlier in this process can help identify the highest priority views for protection. A municipality can set up a fund to contribute to preservation effort, and can reach out to local land trusts; advising them about key parcels for protection.

Photo Credit: Mary Harwood

Conservation provided a way for this farm in the middle of the town of South Hero to stay within the family and protecting land, especially along the lakeshore, from development.

APPENDICES AND RESOURCES

APPENDICES

APPENDIX 1: EXAMPLE OF SCENIC INVENTORY/SCENIC ASSESSMENT SYSTEM

Excerpted from The Roadscape Guide

INTERCHANGE NO.	1N	1S	2S	3N	3S	4N	4S	5N	5S	6N
PHOTO NUMBER	91.1.1n	91.1.1s	91.2.1s	91.3.3n	91.3.2s	91.4.6n	91.4.3s	91.5.1nq	91.5.2s	91.6.2n
CONTRAST	2	2	2	1	2	3	3	3	3	2
Clearly discernible and differing landscape elements existing side by side 1 High Degree 2 Moderate Degree 3 Homogenous										
ORDER	2	2	2	2	3	2	3	2	2	1
Natural and cultural features form patterns that make sense in the landscape 1 Strong 2 Moderate 3 Weak										
LAYERING	2	3	2	1	2	2	2	2	2	2
Succession of landscape elements receding into the distance that provide a sense of depth to the landscape 1 Many elements creating the apperance of layers 2 Few elements 3 No elements or major obstructions in foreground										
FOCAL POINT	2	2	2	3	3	1	3	2	2	1
Point to which the eye is inevitably drawn which enlivens the landscape by its dominance 1 Distint and visually pleasing focal points 2 No distinct focal points 3 Displeasing focals points										
UNIQUENESS	2	3	3	2	3	2	3	3	2	2
Distinctive features that are unique to or symbolic of the region 1 Unique or exemplary 2 Interesting but not unique 3 Common landscape										
INTACTNESS	2	2	2	3	3	2	2	2	2	2
Distinctive natural or cultural attributes have remained largely unaltered over the past century 1 Unique landscape 2 Moderately intact 3 Dominated by incongruous development										
SCORE	12	14	13	12	16	12	16	14	13	10

Example of Scenic Inventory/Scenic Assessment System

Scenic value can be measured using a system that identifies specific criteria. This matrix was used by the State of Vermont to assess scenic value around its interstate interchanges. Aesthetic characteristics associated with scenic beauty are listed in the left column. Landscape photographs taken along the corridor were scored according to whether they possessed those attributes.

This view scored high in the assessment and thus was identified as an important scenic resource. It possesses contrast, order, layering, a focal point, uniqueness, and intactness—all positive attributes listed by State policies as contributing to scenic value.

APPENDIX 2: DATA COLLECTION PROTOCOLS

MAP SPECIFICATIONS

Data collection will be guided by a series of maps of the two towns. The first step will be to prepare simple maps of both communities using existing GIS data. The maps should include the following layers:

- Roads and road names
- Highlights along road segments to be analyzed (in some cases, on one side of the road only)
- Place names (villages, etc.)
- Topographic lines (50' interval for two-town map, 10' for map segments)
- Hydrology (streams, ponds, wetlands) with names
- Ortho photos (somewhat grayed out in background) in segment maps only
- Forested, built-up, and open areas (as green, grey, and no shading, respectively) in two-town map only
- Structure outlines in segment maps only

These maps have three specific functions: 1) to orient data collection volunteers to the landscape of each town as a whole; 2) to serve as a starting point for the development of a series of higher-resolution maps that will guide data collection; and 3) to serve as base maps for presentation of town-wide data in reports (in both poster and 11x17 format).

The higher-resolution maps that guide data collection will each consist of a segment of a road that has been identified by the town as being of scenic value. Taken together, the maps will cover all of the identified scenic road segments in the towns. Each map will:

- Show a clearly delineated segment of an identified scenic road that can be evaluated by a pair of volunteers in about two to three hours (target length is 5000 feet, or 20 assessment points)
- Specify points spaced about 500 feet apart along the road where assessments will be done, with each point labeled in sequence with a letter (NOTE: if both sides of the road are to be assessed, each side of the road is considered a separate point)
- Be assigned a unique code for tracking purposes that starts with a two-letter code for each road (as used by each town for other purposes), followed by a two-digit number (01, 02, 03, etc.) that identifies the individual segment
- Include on the reverse side a data entry form (see below)

All of the data collected will be used to develop a series of final maps for the project. The exact format and content of these maps will evolve over time. The primary purpose will be to depict in a visual format the quality of scenic views along identified priority corridors in a way that makes it easy to rank and |compare scenic roads – for example, color coding of each assessment point that corresponds to the score that location received. In addition, the maps will serve as the basis for delineating scenic overlay districts and other map-based tools for the towns to consider.

FIELDWORK PROCEDURES

Data collection will be guided by a set of criteria based largely on the process laid out in *The Roadscape Guide*. Each pair of volunteers will be given a summary sheet explaining what information to collect and how. Volunteers will also be given a copy of the Guide for reference.

There are two key elements that make up the assessment process. First, volunteers will score the scenic value of the road corridor on one or both sides of the road (as determined by each town) at fixed intervals so as to create an unbroken representation of the scenic qualities of each road corridor. Second, they will identify and document specific features of scenic value that are visible from each assessment point.

The first portion of the assessment – scoring the road corridor – will use the following protocol:

- Volunteers will walk together along the length of their segment in a predetermined direction, assessing marked points in their numbered sequence on both sides of the road as they go
- At each point specified on the map, the volunteers will stop, turn their backs to the road, and score what they see using the scoring system developed for this project (see the "Volunteer Instructions" flyer for a detailed description of the criteria)
- They will then take a 180 degree panorama of pictures from that point, starting with a photograph of a piece of paper with the code for that assessment point written on it (such as "SK-03-A," where SK is the road, 03 is the segment, and A is the assessment point)

The second portion of the assessment – documentation of specific features – will be done concurrently with the scoring described above. Questions prompting volunteers to look for specific features are included in the assessment, and any features seen will be written down in a "notes" section of the data collection form.

DATA COLLECTION AND ENTRY

In the field, data will be entered into a table on the back of each map segment. This will have the advantage of making it impossible to mix up data from different segments.

The table will serve to record data from the scoring of the road corridor. The pair of volunteers will fill out one row in the table for each specified point, with the columns in the table corresponding to the scoring criteria. Each row in the table will be pre-numbered with the code for the map segment (such as SK-03) and a letter for each assessment point (A, B, C, etc.).

Each volunteer will be responsible for entering his or her own data into an online Google spreadsheet. The spreadsheet is set up in a way that makes data entry as foolproof as possible, with a data entry form that constrains choices and requires that all fields be filled out. The URL for the data entry form is: http://tinyURL.com/scenic-roads-data.

Volunteers will also be responsible for downloading their photos onto a CD and giving them to the volunteer coordinator. SGV will then recruit other volunteers who will rename the photo files with the code for the corresponding assessment plus a number for the photo (such as SK-03-A-1). In addition, SGV will recruit volunteers to "stitch" together photos into single panoramic images.

Finally, volunteers will be responsible for returning their filled out maps/data tables to their volunteer coordinator for backup purposes.

VOLUNTEER TRAINING AND MONITORING

Volunteer training will take place on Saturday, August 15 from 9:00 AM to 12:00 PM at the Jericho Town Hall. The goals of the training will be as follows:

- To give volunteers an overview of the goals and methods of the project
- To familiarize volunteers with the basic principles of scenic landscape assessment
- To walk volunteers through the data collection protocols for this project and answer any questions that come up
- To go outside and have each volunteer do a test run of a half-dozen data collection points along a sample stretch of road
- To show all volunteers how to log onto the web-based spreadsheet and enter data

The volunteers will then be asked to recruit a partner (spouse, friend, etc.) to help them with the data collection. Anyone who cannot think of someone they could recruit will be paired with another volunteer on the spot. Each volunteer or pair of volunteers will then pick up the following items from the volunteer team leader from their town:

- One or several segments, with maps on the front and a data collection table on the back
- An instruction sheet for data collection in the field
- Overall project information that includes a deadline for completing their segment(s), along with contact information for their team leader

The team leader for each town will record which volunteers take which segments. It will then be the responsibility of the team leaders to:

- Track all the segments to make sure they get done by logging onto the online spreadsheet and checking which of the segments that were handed out have not yet been entered online
- Follow up with volunteers who are lagging behind to address any issues or questions and encourage them to finish their segment(s)
- Actively ask volunteers who complete their original assignments if they would be willing to do more segments
- Answer questions from volunteers and troubleshoot as needed
- Update the project team regularly on progress and on any problems encountered

The goal will be to collect all data by October 15 and have all data entered by October 30.

APPENDIX 3: VOLUNTEER INSTRUCTIONS/ASSESSMENT CRITERIA

VOLUNTEER INSTRUCTIONS

Thank you for helping Smart Growth Vermont and the towns of Essex and Jericho assess their scenic roads! Volunteers are absolutely essential to the success of this project. This flyer explains everything you'll need to know when you're out doing the assessment.

STEP 1: FIND THE FIRST POINT ON THE MAP. GO THERE

All the scenic assessment work is being done from predetermined points spaced about 500 feet apart along selected roads. The points are labeled on your map with codes that end in letters (from A to T, or sometimes fewer). Locate the point whose code ends in "A," use the aerial photo to figure out where it is on the landscape, and position yourselves there.

NOTE: Feel free to move 10 feet or so to either side of the assessment point, but please don't shift any more than that. The point of the assessment is to take a random sampling of views along each road, not to "hunt" for the best views.

STEP 2: TAKE A 180 DEGREE PANORAMA OF PHOTOS

Your job is not to take pictures of any particular features, but rather to document each assessment point as objectively as possible. Volunteer #1 stands with his back to the road, then turns 90 degrees to the left so he is looking back along the road. Volunteer #2 then holds up a piece of paper with the entire code for that assessment point written on it (for example, SK-03-A), and Volunteer #1 takes a picture of the left-hand-most frame of the panorama with the paper in clear view. (This is to help us label the images properly later.) Then Volunteer #2 steps back, at which point Volunteer #1 re-snaps the same picture without the paper and then snaps the entire panorama.

NOTE: Ignore the direction of the arrow on the map – it has no particular significance.

STEP 3: SCORE WHAT YOU SEE

Turn over your map. There is a scoring sheet on the other side. Each row corresponds with one assessment point, and the rows are pre-labeled with the letters of the assessment points. Using the questions on the other side of this sheet as a guide, give the view a score for each of the criteria. (The two volunteers should confer to make sure they are in agreement, and if not, they should try to come to consensus.) Don't think about it too much — once you both have a good sense of what the criteria are about, just go with your gut.

STEP 4: GO TO THE NEXT ASSESSMENT POINT

Start over at the next point. Be sure to do the points in order! The sequence zigzags up the road, which means you are doing both sides concurrently.

ASSESSMENT CRITERIA

GENERAL INFORMATION

Relationship to previous point

*Is the view from this assessment point essentially the same view as the previous one on the **same side of the road**, or is it a different view? The view is considered "different" if you have gone over a rise, around a corner, or otherwise shifted to a new perspective.* (Y or N)

OVERALL ASSESSMENT

Criterion 1: Extent of view

How "big" is the view from this location?

1 = Sweeping, long-distance view
2 = Moderately open view
3 = Totally obstructed/enclosed view

Criterion 2: Sense of depth

Are there layers (natural or built) that recede into the distance?

1 = Many layers, from fields to mountains
2 = Some layers
3 = Few or no layers

Criterion 3: Traditional landscape patterns

Are traditional rural or village patterns of land use still dominant?

1 = Barns, farmhouses, fields, woods
2 = Some suburban development
3 = Subdivisions and strip development

Criterion 4: Focal points

Is there a pleasing dominant feature that draws the eye?

1 = Single pleasing dominant feature
2 = Multiple competing (but pleasing) features
3 = Displeasing or no dominant feature

Criterion 5: Quality of NATURAL landscape elements

1 = Outstanding/exemplary
2 = Moderately interesting
3 = Unremarkable or absent

Criterion 6: Quality of BUILT landscape elements

1 = Outstanding/exemplary
2 = Moderately interesting
3 = Unremarkable or absent

SPECIFIC SCENIC FEATURES

Criterion 7: Mount. Mansfield

Is Mount. Mansfield visible from this assessment point? (Y or N)

Criterion 8: Camel's Hump

Is Camel's Hump visible from this assessment point? (Y or N)

Criterion 9: Other significant NATURAL features

Are there any other important scenic natural features visible from this point, such as ridgelines, waterways, or the like? If yes, please identify in Notes section.
(Y or N)

Criterion 10: Significant BUILT features

Are there any important scenic BUILT features visible from this point, such as historic barns, a town green, or the like? If yes, please identify in Notes section.
(Y or N)

Notes: *Add any explanatory information required to fill out your answers to the questions above.*

APPENDIX 4: DATA COLLECTION SHEETS

ESSEX SCENIC ASSESSMENT PROJECT **SEGMENT WO-01**

Volunteer #1: _____ Date collected: _____

Volunteer #2: _____

QUESTIONS? CALL YOUR VOLUNTEER LEADER:

	Same View as Previous Point? (Y/N)	Criterion 1: Extent of View (1-3)	Criterion 2: Sense of Depth (1-3)	Criterion 3: Traditional Landscape Patterns (1-3)	Criterion 4: Focal Points (1-3)	Criterion 5: Quality of NATURAL Elements (1-3)	Criterion 6: Quality of BUILT Elements (1-3)	Criterion 7: View of Mt. Mansfield (Y/N)	Criterion 8: View of Camel's Hump (Y/N)	Criterion 9: Other NATURAL Features (Y/N)	Criterion 10: Significant BUILT Features (Y/N)	Notes
A												
B												
C												
D												
E												
F												
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
T												

WHEN YOU'RE DONE: Go to http://tinyURL.com/scenic-roads-data and enter your data in our online form.

NOTE: Don't throw away this sheet — we need to keep it for backup! Give it to your volunteer leader.

JERICHO SCENIC ASSESSMENT PROJECT

SEGMENT LE-01

Volunteer #1: _____ Date collected: _____

Volunteer #2: _____

QUESTIONS? CALL YOUR VOLUNTEER LEADER:

	Same View as Previous Point? (Y/N)	Criterion 1: Extent of View (1-3)	Criterion 2: Sense of Depth (1-3)	Criterion 3: Traditional Landscape Patterns (1-3)	Criterion 4: Focal Points (1-3)	Criterion 5: Quality of NATURAL Elements (1-3)	Criterion 6: Quality of BUILT Elements (1-3)	Criterion 7: View of Mt. Mansfield (Y/N)	Criterion 8: View of Camel's Hump (Y/N)	Criterion 9: Other NATURAL Features (Y/N)	Criterion 10: Significant BUILT Features (Y/N)	Notes
A												
B												
C												
D												
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WHEN YOU'RE DONE: Go to http://tinyURL.com/scenic-roads-data and enter your data in our online form.

NOTE: Don't throw away this sheet — we need to keep it for backup! Give it to your volunteer leader.

APPENDIX 5: ROADSCAPE SEGMENT DETAILS

Essex Roads

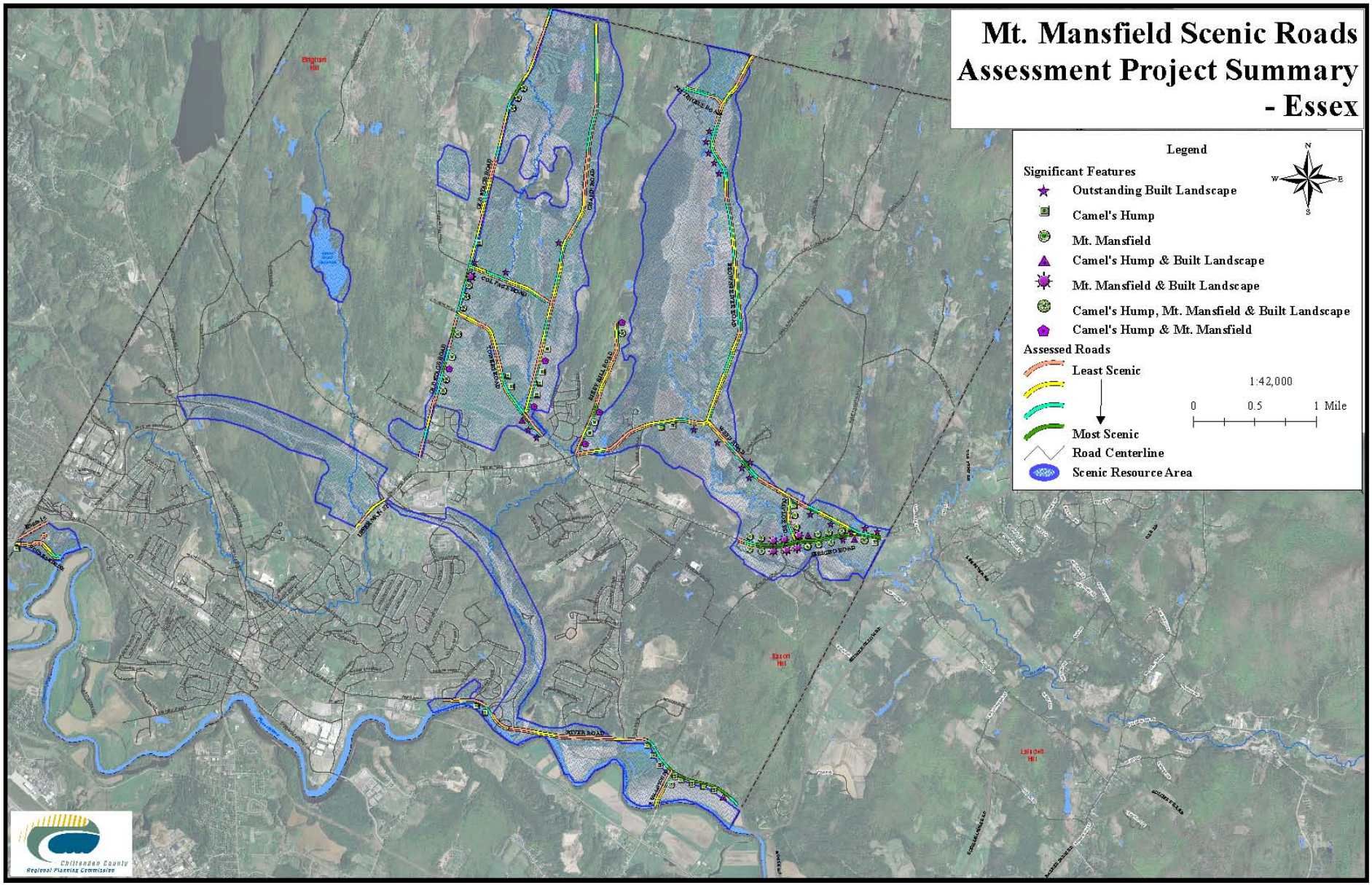
	Road name	Road Code	Assessment Points	Segments
3	BIXBY HILL ROAD	BX	6	1.0
3	BRIGHAM HILL ROAD	BG	3	1.0
46	BROWNS RIVER ROAD	BR	92	4.6
35	CHAPIN ROAD	CP	70	3.5
42	CIRCUMFERENTIAL HIGHWAY	CC	89	4.5
8	COL PAGE ROAD	CL	16	1.0
1	ESSEX WAY	ES	2	1.0
2	INDIAN BROOK ROAD	IN	2	1.0
13	JERICHO ROAD	JR	26	1.3
4	NAYLOR ROAD	NY	8	1.0
4	NORTH WILLISTON ROAD	WL	8	1.0
41	OLD STAGE ROAD	OS	41	2.1
4	PETTINGILL ROAD	PT	8	1.0
3	RAYMOND DRIVE	RY	3	1.0
29	RIVER ROAD	RV	42	2.1
3	ROUTE 15	RT	3	1.0
14	TOWERS ROAD	TW	28	1.4
4	UPPER MAIN STREET	UP	4	1.0
17	WEED ROAD	WD	33	1.7
2	WINTERLANE CIRCLE	WN	2	1.0
6	WOODSIDE DRIVE	WD	12	1.0
	Total		***498***	**34.1**

= done in first round

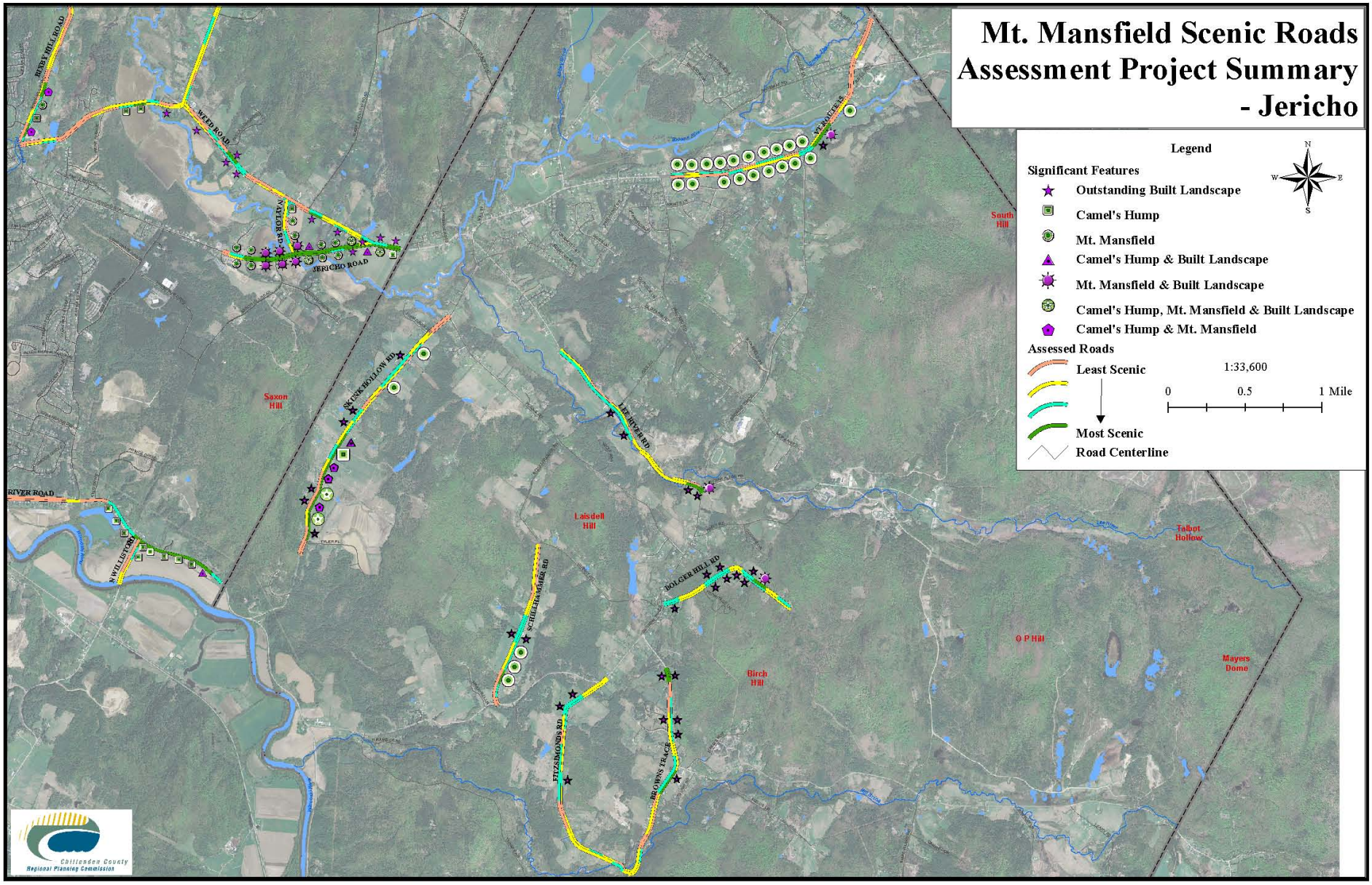
Jericho Roads

	Road Name	Road Code	Assessment Points	Segments
27	BARBER FARM RD	BF	54	2.7
11	BOLGER HILL RD	BH	22	1.1
25	BROWNS TRACE	BT	50	2.5
35	CILLEY HILL RD	CH	70	3.5
18	FITZSIMONDS RD	FZ	36	1.8
13	HANLEY LN	HL	26	1.3
25	LEE RIVER RD	LE	50	2.5
37	NASHVILLE RD	NV	74	3.7
31	ROUTE 117	ON	62	3.1
10	OLD PUMP RD	OP	20	1
15	ORR RD	OR	30	1.5
12	SCHILLHAMMER RD	SC	24	1.2
27	SKUNK HOLLOW RD	SK	54	2.7
40	VT ROUTE 15	VT	80	4
	Total		**652**	**32.6**

APPENDIX 6: SEGMENT MAPS — ESSEX



APPENDIX 6: SEGMENT MAPS — JERICHO



APPENDIX 7: VOLUNTEER TRACKING SHEET

ESSEX SCENIC ASSESSMENT PROJECT

VOLUNTEER TRACKING SHEET

Segment Code	Name Volunteer #1	Name Volunteer #2	Date Assigned	Data Entered?	Sheet Returned?

APPENDIX 8: EXAMPLE OF SPREADSHEET TO CAPTURE ASSESSMENT DATA

Essex Scenic Assessment Project

Essex Road Name	Road Segment	Segment Code	Assessment Points	Volunteer #1	Volunteer #2	Date Assigned	Data Collected	Data Entered	Sheet Returned	Photo CD Returned
Totals	**32**		**425**			**32**	**21**	**21**	**6**	**5**
Percent Completed			**69%**			**100%**	**66%**	**66%**	**19%**	**16%**
Bixby Hill Road	1	BH-01	20	M. Kent	TBD	9/16	10/10	10/12		
Bixby Hill Road	2	BH-02	6	M. Kent	TBD	9/16				
Browns River Road	1	BR-01	20	B. Paroline	L. Paroline	8/15				
Browns River Road	2	BR-02	20	J. Campbell	B. Bradley	8/15	9/9	9/25	10/6	
Browns River Road	3	BR-03	20	B. Bradley	J. Campbell	8/15	9/16	9/18		
Browns River Road	4	BR-04	20	K. Sonnick	S. Kelley	8/15	9/4	9/8		
Browns River Road	5	BR-05	12	K. Sonnick	S. Kelley	8/15	9/3	9/11		
Chapin Road	1	CP-01	20	K. Sonnick	S. Kelley	8/15	8/25	9/11		
Chapin Road	2	CP-02	20	S. Kelley	K. Sonnick	8/15	10/6	10/7		
Chapin Road	3	CP-03	20	K. Sonnick	S. Kelley	8/15	10/8	10/13		
Chapin Road	4	CP-04	10	M. Kent	M. Kent	9/16				
Colonel Page Road	1	CL-01	16	B. Paroline	L. Paroline	8/15				
Jericho Road	1	JR-01	20	B. Suratt	TBD	9/23				
Jericho Road	2	JR-02	6	B. Suratt	TBD	9/23				
Naylor Road	1	NY-01	8	A. John	TBD	9/23				
North Williston Road	1	WL-01	8	M. Reardon	A. Reardon	9/23	9/26	9/28		
Old Stage Road	1	OS-01	11	S. Kelley	K. Sonnick	9/8	9/11	9/11		
Old Stage Road	2	OS-02	10	K. Sonnick	S. Kelley	9/8	9/11	9/18		
Old Stage Road	3	OS-03	15	K. Sonnick	S. Kelley	9/8	9/11	9/18		
Old Stage Road	4	OS-04	10	K. Sonnick	S. Kelley	9/8	9/17	9/18		
Old Stage Road	5	OS-05	1	K. Sonnick	S. Kelley	9/8	10/8	10/13		
Pettingil Road	1	PT-01	8	B. Paroline	L. Paroline	8/15				
River Road	1	RV-01	18	H. Sweeney	D. Sweeney	9/23	10/12	10/12	10/12	10/12
River Road	2	RV-02	16	J. Burde	TBD	9/23				
River Road	3	RV-03	9	J. Burde	TBD	9/23				
Route 15	1	RT-01	3	H. Sweeney	D. Sweeney	9/23	10/12	10/12	10/12	10/12
Towers Road	1	TW-01	20	L. McNally	TBD	9/23	9/26	10/1		
Towers Road	2	TW-02	8	M. Reardon	J. Reardon	9/23	10/10	10/11		
Upper Main Street	1	UP-01	4	H. Sweeney	D. Sweeney	9/23	10/12	10/12	10/12	10/12
Weed Road	1	WD-01	20	S. Zukowski	TBD	9/23	9/26	9/29	9/30	9/30
Weed Road	2	WD-02	14	S. Zukowski	TBD	9/23	9/26	9/29	9/30	9/30
Woodside Drive	1	WO-01	12	A. John	TBD	9/23				