

## APPENDIX 9: ROADSCAPE PROJECT OPTIONS MATRIX — ESSEX



### The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Update Town Plan to Support and Strengthen Scenic View Protection Goals	<p>Integrate language more explicitly into key sections of the Town Plan including the following:</p> <ul style="list-style-type: none"> <li>• The Vision</li> <li>• The Goals</li> <li>• Section 3: Economic Development – as scenic views are an economic asset to the community drawing tourists to Essex. Specifically, Section 3.3 Strategic Plan might include scenic views as they relate to “Preserving our rural character in outlying areas” and “enhancing the travel and tourism sector of our economy” and Objective 3.1.5 – promote Essex as a destination.</li> <li>• Section 5: Housing – Goal 5.3 “preserve the town’s more rural areas and character.”</li> <li>• Section 6: Community Services – Objective 6.5.3 – locate utilities in keeping with town character.</li> <li>• Section 7: Parks &amp; Recreation</li> <li>• Section 8: Transportation</li> <li>• Section 9: Natural Lands</li> <li>• Section 10.1 Scenic Resources – Update</li> </ul>	<ul style="list-style-type: none"> <li>• To clearly articulate the community’s vision and goals relating to scenic view protection and outline how this goal will be implemented in the objectives and implementation statements.</li> <li>• To provide guidance and establish a basis for the implementation of any of the Zoning Bylaw provisions listed below.</li> <li>• To provide specificity as recommended in light of the JAM Golf Course decision.</li> </ul>	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Documents, strengthens and supports overall scenic protection</li> <li>• Arms town against litigation</li> <li>• Provides a basis for deciding where and how to require development projects to develop plans to protect scenic views</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>• Does not address specific scenic protection mechanisms</li> <li>• Could be controversial, particularly among large landowners</li> </ul>	Regulatory

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Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
	<p>with 2008 OS plan and scenic assessment process and data. Goal 10.1 - maintain scenic character.</p> <ul style="list-style-type: none"> <li>Section 11: Land Use especially 11.3 rural lands</li> <li>Add any of the Zoning Bylaw provisions recommended below into an Implementation Statement.</li> </ul>			
Create Nodes, Not Strips of Development	<p>Review zoning districts to ensure that you are creating a development pattern that allows development in and around in the village and historic centers in Essex, rather than expanding development along road frontages. Reinforce existing compact development language with specifics.</p>	<ul style="list-style-type: none"> <li>To develop depth to the historic settlements and build upon infrastructure, services and residences in these areas.</li> <li>To discourage strip development.</li> <li>To create a clear delineation between built areas and more rural areas.</li> </ul>	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>Maintain historic settlement pattern of compact centers surrounded by rural countryside</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>Need to understand how any changes would impact land owners</li> </ul>	Regulatory

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Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Develop a Scenic Overlay District	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. A Scenic Overlay District could be added as an additional district to Article II of the Zoning Regulations.	Overlay districts provide additional development review guidelines in a particular area of the community.	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Allows retention of key scenic views while allowing development</li> <li>• Targeted to defined scenic corridors</li> <li>• Does not disturb underlying zoning</li> <li>• Can be connected to adjacent town's districts for regional protection;</li> <li>• Clearly identifies expectations</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>• May add some burden to applicants</li> <li>• If not clearly defined, may be difficult to administer</li> </ul>	Regulatory

## The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Review and Update Subdivision Siting Standards	This is a tool that provides more specific guidance for the review of subdivisions on land that contains resources of community significance. Specific standards are developed for where and how lots should be clustered and/or sited for subdivisions that have key resources. There is a focus on minimizing deterioration of a resource. Consider increasing density bonuses.	Key community assets such as scenic views, ridgeline protection or open spaces can be protected by developing siting standards that define where building envelopes can and cannot be placed on a site – i.e. blocking a scenic view or clear cutting and siting on a ridgeline.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Allows retention of key scenic views while allowing development</li> <li>Ensures standards are fair and consistent</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>Specific standards can reduce the flexibility of where development can occur on a site.</li> </ul>	Regulatory
Develop Context-sensitive Design Standards	Context-sensitive design standards can ensure that buildings, signage, lightning, etc. are designed in a manner that fit the physical and historic setting and preserve scenic assets. They are adapted to specific local conditions, in this case, such standards would require design to be compatible with Essex's rural lands.	Such standards can ensure that new development integrates well with natural features, historic development patterns, Vermont architecture, etc.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Standards can be tailored to protect targeted assets</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>May add some burden</li> <li>If not clearly defined, may be difficult to administer</li> </ul>	Regulatory

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## The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Develop Access Management Policies	<p>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. Communities can determine which tools best fit their needs and goals. Consider policies that:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Require shared access between parcels, and the consolidation of existing driveways to reduce accesses.</li> <li>• Encourage access-management plans to also cover ideas for connector roads and street networks that will reduce the</li> </ul>	<p>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.</p>	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• Limits additional pavement viewable from road</li> <li>• Improves traffic flow as can limit curb cuts and thus number of turns</li> <li>• Limit scenic obstruction by vehicles</li> <li>• Limits views of parking lots and strengthens people-oriented design</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>• Does not deal with overall scenic protection, building and other structures</li> </ul>	Regulatory

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## The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
	<p>number of access point onto main roads.</p> <p>Also consider the following policies and standards for:</p> <ul style="list-style-type: none"> <li>• Driveway width, curve radius, spacing, sight distance</li> <li>• Service roads and parking lots</li> <li>• Interconnected street networks for the community</li> </ul>			
Allow for Density Bonuses	Allows development at a higher density than is allowed in a particular zoning district in exchange for protection of scenic resources.	Rewards developers that protect scenic resources with greater densities.	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>• An incentivizing option rather than a regulatory requirement</li> <li>• Creates nodes of density with open lands surrounding</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>• May or may not be mandated</li> <li>• Developer can choose not to protect scenic resources</li> </ul>	Regulatory

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## The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Encourage Landscaping to Screen	Develop a program to encourage the use of landscaping to screen less desirable aspects of a development – including large front parking lots or to create the feeling of rural character. Could also be used to landscape existing development or establish street trees. Consider targeting existing tree and landscaping programs to appropriate scenic areas.	To use a non-regulatory tool to create or maintain a view or rural character.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Preserves views with limited regulatory action</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>May actually obscure viewsheds</li> <li>Limited application to development near roadways</li> <li>May add cost to a project</li> </ul>	Non-Regulatory
Market Scenic Assets in Essex	Create a committee to develop a marketing program that focuses attention on the town's scenic assets, supporting Town Plan Objective 3.1.5. This may include maps, scenic pull offs with kiosks, signage, local events or festivals, etc.	To develop the economic potential and create community support for the town's scenic assets	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Bring residents together around a shared value</li> <li>Increase the economic value of scenic assets</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>May rely on volunteers</li> <li>No direct protection of assets</li> </ul>	Non-Regulatory

## The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Land Conservation	Public and/or private conservation of specific prioritized parcels,	The town integrates scenic protection into conservation priorities.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Conserved land is likely the best means to secure top priority views</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>Expensive and town resource intensive – only appropriate for top priorities</li> </ul>	Non-Regulatory



# APPENDIX 10: ROADSCAPE PROJECT OPTIONS MATRIX — JERICHO



## The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Update Town Plan to Support and Strengthen Scenic View Protection Goals	<p>Integrate language more explicitly into key sections of the Town Plan including the following:</p> <ul style="list-style-type: none"> <li>The Vision for the community</li> <li>The Goals</li> <li>Section 4.7: Economic Development – as scenic views are an economic asset to the community drawing tourist to Jericho. Specifically, Objectives I and III could include scenic views as they relates to “preserving the attractive features of Jericho” and “the hospitality and heritage-based community enterprises.”</li> <li>Section 5.4.1: Vistas and Open Land – could incorporate and/or reference the volunteer viewshed study reports and outline how key landscape features work together to create various types views and economic and quality of life benefits. Add any of the Zoning Bylaw provisions recommended below into an Implementation Statement.</li> <li>Section 5.5: Transportation – integrate scenic views into plans for access management, bike paths and any planned outlooks.</li> <li>Section 6: Land Use District – review districts to ensure that the town is not encouraging strip development that may destroy or detract from scenic views.</li> </ul>	<ul style="list-style-type: none"> <li>To clearly articulate the community’s vision and goals relating to scenic view protection and outline how this goal will be implemented in the objectives and implementation statements.</li> <li>To provide guidance and establish a basis for the implementation of any of the Zoning Bylaw provisions listed below.</li> <li>To provide specificity as recommended in light of the JAM Golf Course decision.</li> </ul>	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>Documents, strengthens and supports overall scenic protection</li> <li>Arms town against litigation</li> <li>Provides a basis for deciding where and how to require development projects to develop plans to protect scenic views</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>Does not address specific scenic protection mechanisms</li> <li>Could be controversial, particularly among large landowners</li> </ul>	Regulatory



## The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Create Nodes, Not Strips of Development	Review zoning districts to ensure that you are creating a development pattern that allows development in and around in the various villages and historic centers in Jericho, rather than expanding development along road frontages.	<ul style="list-style-type: none"> <li>To develop depth to the historic settlements and build upon infrastructure, services and residences in these areas.</li> <li>To discourage strip development.</li> <li>To create a clear delineation between built areas and more rural areas.</li> </ul>	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>Maintain historic settlement pattern of compact centers surrounded by rural countryside</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>Need to understand how any changes would impact land owners</li> </ul>	Regulatory
Develop a Scenic Overlay District	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. A Scenic Overlay District could be added as an additional district to section 6 of the Land Use & Development Regulations, or it could be combined with one or more compatible overlay districts to form one overlay district.	Overlay districts provide additional development review guidelines in a particular area of the community.	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>Allows retention of key scenic views while allowing development</li> <li>Targeted to defined scenic corridors</li> <li>Does not disturb underlying zoning</li> <li>Can be connected to adjacent town's districts for regional protection;</li> <li>Clearly identifies expectations</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>Adds some burden to applicants</li> <li>If not clearly defined, may be difficult to administer</li> </ul>	Regulatory

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Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Review and Update Subdivision Siting Standards	This is a tool that provides more specific guidance for the review of subdivisions on land that contains resources of community significance. Specific standards are developed for where and how lots should be clustered and/or sited for subdivisions that have key resources. There is a focus on minimizing deterioration of a resource. Consider increasing density bonuses.	Key community assets such as scenic views, ridgeline protection or open spaces can be protected by developing siting standards that define where building envelopes can and cannot be placed on a site – i.e. blocking a scenic view or clear cutting and siting on a ridgeline.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Allows retention of key scenic views while allowing development</li> <li>Ensures standards are fair and consistent</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>Specific standards can reduce the flexibility of where development can occur on a site.</li> </ul>	Regulatory
Develop Context-sensitive Design Standards	Context-sensitive design standards can ensure that buildings, signage, lightning, etc. are designed in a manner that fit the physical and historic setting and preserve scenic assets. They are adapted to specific local conditions (e.g., rural, village, commercial, environmental).	Such standards can ensure that new development integrates well with natural features, historic development patterns, Vermont architecture, etc.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Standards can be tailored to protect specific, targeted assets – such as scenic views</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>Adds some level of burden to applicants</li> <li>If not clearly defined, may be difficult to administer</li> <li></li> </ul>	Regulatory



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Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
Develop Access Management Policies	<p>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. Communities can determine which tools best fit their needs and goals. Consider policies that:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Require shared access between parcels, and the consolidation of existing driveways to reduce the number of accesses.</li> <li>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.</li> </ul> <p>Also consider the following policies and standards for:</p> <ul style="list-style-type: none"> <li>Driveway width, curve radius, spacing, sight distance</li> <li>Service roads and parking lots</li> </ul>	<p>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.</p>	<p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>Limits additional pavement viewable from road</li> <li>Improves traffic flow as can limit curb cuts and thus number of turns</li> <li>Limit scenic obstruction by vehicles</li> <li>Limits views of parking lots and strengthens people-oriented design</li> </ul> <p><b>Limitations:</b></p> <ul style="list-style-type: none"> <li>Does not deal with overall scenic protection, building and other structures</li> </ul>	Regulatory





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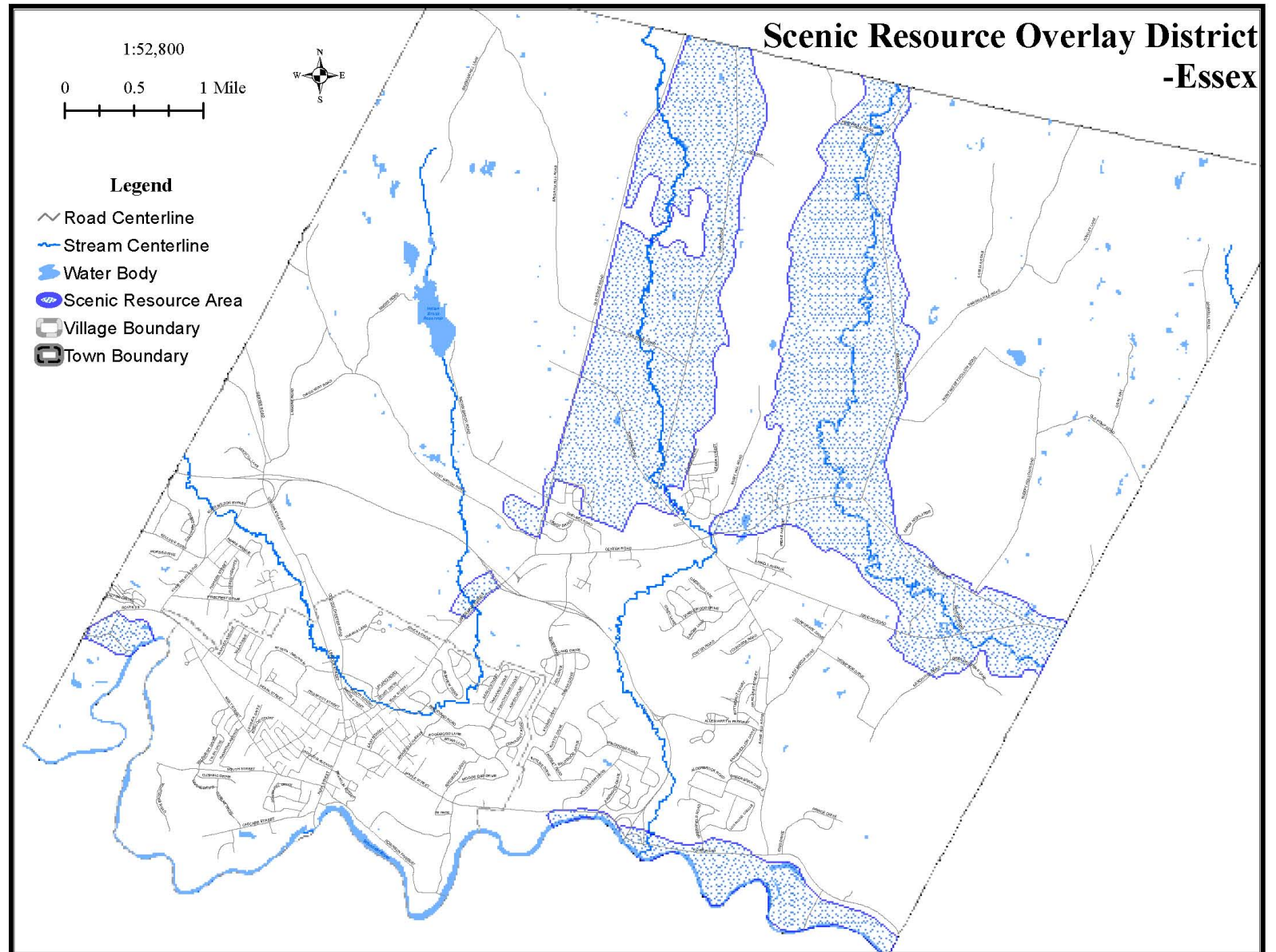
Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
	<ul style="list-style-type: none"> <li>Interconnected street networks for the community</li> </ul>			
Allow for Density Bonuses	Allows development at a higher density than is allowed in a particular zoning district in exchange for protection of scenic resources.	Rewards developers that protect scenic resources with greater densities.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Incentivizing option rather than regulatory</li> <li>Creates nodes of density with open lands surrounding</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>May or may not be mandated</li> <li>Developer can choose not to protect scenic resources</li> </ul>	Regulatory
Encourage Landscaping to Screen	Develop a program to encourage the use of landscaping to screen less desirable aspects of a development – including large front parking lots or to create the feeling of rural character. Could also be used to landscape existing development or establish street trees.	To use a non-regulatory tool to create or maintain a view or rural character.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Preserves views with limited regulatory action</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>May actually obscure viewsheds</li> <li>Limited application to development near roadways</li> <li>May add cost to a project</li> </ul>	Non-Regulatory



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Market Jericho's Scenic Assets	Create a committee to develop a marketing program that focuses attention on the town's scenic assets. This may include maps, scenic pull offs with kiosks, signage, local events or festivals, etc.	To develop the economic potential and create community support for the town's scenic assets	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Bring residents together around a shared value</li> <li>Increase the economic value of the town's scenic assets</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>May rely on volunteers</li> <li>No direct protection of assets</li> </ul>	Non-Regulatory
Land Conservation	Public and/or private conservation of specific prioritized parcels,	The town integrates scenic protection into conservation priorities.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>Conserved land is likely the best means to secure top priority views</li> </ul> <b>Limitations:</b> <ul style="list-style-type: none"> <li>Expensive and town resource intensive – only appropriate for top priorities</li> </ul>	Non-Regulatory

## APPENDIX 11: ESSEX SCENIC RESOURCE PROTECTION OVERLAY DISTRICT MAP



## APPENDIX 12: ESSEX — SCENIC RESOURCE PROTECTION OVERLAY DISTRICT

*To implement the recommendations set forth in the manual, the following scenic resource protection overlay district was drafted for consideration by the Town of Essex Planning Commission.*

### PURPOSE

The purpose of this overlay district is to avert or minimize the adverse impacts of development on the identified scenic resources, viewsheds and roadscape corridors in the Town of Essex through appropriate site planning and design practices. The overlay district is shown on the Scenic Resource Protection Overlay District Map in Appendix 11 .

### APPLICABILITY

The criteria established in this section shall apply to all development requiring Planning Commission review and approval.

### GENERAL PROVISIONS

The requirements of this overlay district shall be in addition to any requirements specified for the underlying district(s), including allowed uses and dimensional standards, in which proposed development is located.

### REVIEW PROCESS

The Planning Commission may deny approval for proposed development in this district if it determines that the purpose of this section has not been met. Accordingly:

1. The review of plans for development in this district by the Planning Commission requires submission of information listed under Section 5.2 (Applications), along with building elevations, a description of materials to be used on the exterior of any structure, plans for exterior lighting, signs, and parking and service areas. The Planning Commission may require additional information and documentation, as it deems necessary.
2. Should the Planning Commission deem it necessary to employ a qualified professional to review any development proposal, the cost of employing such an individual shall be borne by the applicant.
3. The Planning Commission shall render a decision as to the acceptability of the plan based on the guidelines for development within scenic areas and road corridors set forth in *Views to the Mountains: A Scenic Resource Protection Manual*, and the specific standards of this section.

### INTERPRETATION

This section includes both mandatory standards (denoted by the words ‘shall’ or ‘will’) and advisory guidance (denoted by words such as ‘should’, ‘encourage’ and ‘discourage’). Most of the advisory guidance is related to design issues and is intended to assist applicants in developing projects that will meet the mandatory standards. The standards in this section are also intended to provide flexibility so that proposed development can be designed to fit the particular characteristics of the site on which it will be located.



## SITE DEVELOPMENT AND DESIGN STANDARDS.

### BUILDING ENVELOPES AND PLACEMENT

To minimize loss of scenic character, all above grade development shall occur within designated building envelopes. Building envelopes, including maximum height requirements, shall be established for all new lots being created or developed within this district.

1. Building envelopes shall be located on a site with consideration for protection of scenic views and vistas – both to provide pleasing views for building occupants and to maintain existing viewsheds along the town’s scenic road corridors.
2. Unless site specific conditions require alternative placement, building envelopes shall be located along the edge of existing natural (ex. tree lines, hedgerows, base of slopes, etc.), built (ex. roads or existing development), or administrative (ex. lot lines, easements, etc.) features. The placement of development in visually prominent locations (ex. the middle of open land, the center of a scenic view, a cleared hillside or ridgeline site, etc.) shall be avoided to the greatest extent feasible given the specific characteristics of a site.
3. Unless site specific conditions require alternative placement, building envelopes shall be located so that the orientation and placement of buildings will be logically related to the surrounding natural and built environment.
4. Clustered development with protected open space is generally preferred over dispersed development that fragments open space. However, clustering may not be the most appropriate planning technique for all sites. On sites where multiple lots or buildings will be created or located

with no or limited opportunities to tuck development in along existing tree lines or behind topographic features, lots and buildings should be clustered. On sites with opportunities to tuck development into existing site features in a manner that significantly reduces its visual prominence, alternatives to a single cluster of development may be considered. Where clustered development will be visually prominent from public vantage points, a pattern of clustering reminiscent of traditional farmsteads or rural hamlets is strongly encouraged.

### BUILDING DESIGN AND MASSING

To minimize loss of scenic character, buildings shall be designed to be compatible with the surrounding natural environment and traditional buildings in the area.

1. Large buildings shall be designed to appear as a series of smaller, attached buildings or with architectural features (projections, ells, dormers, porches, etc.) that visually break up their mass into smaller units. Uninterrupted wall or roof planes that exceed 50 feet in any dimension should be avoided, and shall not be allowed on those portions of buildings visible from public vantage points. Buildings with peaked roofs shall have the gable end facing the road, or be designed with dormers that break-up the roof surface.
2. While replication of historic architectural styles is not necessary, use of building forms common to traditional New England vernacular architecture is strongly encouraged (ex. gable roofs, dormers, porches, ells, barns, sheds, etc.). Single-story, flat-roofed and/or “box” building forms are strongly discouraged.

3. Building entrances shall be accentuated through use of architectural features (ex. porches, transom windows, sidelights, etc.).
4. Building facades shall include a regular pattern of windows. Use of windows that are taller than they are wide, and windows that appear to have divided panes, is encouraged. Large, horizontal, undivided windows should be avoided, except as part of a traditional storefront.
5. Buildings should incorporate appropriately scaled architectural details (ex. moldings, casings, fascias, soffits, lintels, sashes, eave overhangs, etc.) that provide visual interest and accent the building's form and structure, and which are reminiscent of traditional architecture in the area.

## BUILDING MATERIALS AND COLORS

To minimize loss of scenic character, building materials and colors shall be selected to blend development into the surrounding natural environment and/or reflect traditional building practices. To this end:

1. Use of natural materials, such as wood and stone, and traditional materials, such as horizontal clapboards, brick siding, or metal roofing, is strongly encouraged. Use of manufactured or engineered materials that mimic natural or traditional materials is acceptable; however, such materials should be of similar (or higher) quality and durability.
2. Excessive use of highly reflective materials shall be avoided. Windows should be sized and located on buildings with consideration to their reflectivity, their visibility from

public vantage points, and the effect of light and glare spilling out from lit interior space into outdoor spaces that are not artificially lit.

3. Use of colors that are muted, dark, found in the surrounding natural environment, or common to traditional buildings in the area is strongly encouraged. Use of stark white, bright, highly saturated or intense colors is strongly discouraged as a primary component of a building's color scheme, but may be appropriate when used in moderation as an accent or contrast.

## DRIVEWAYS. PARKING AND SERVICE AREAS

To minimize loss of scenic character, driveways, parking and service areas shall be designed and located to reduce their visual impact. To this end:

1. Unless alternative placement is necessary to accommodate site-specific conditions or to meet mandated accessibility requirements, parking shall be located to the side or rear of buildings. If parking cannot be placed at the side or rear of buildings, other techniques shall be used to reduce the visual impact (landscaping, fencing, elevation change, etc.) of parking as viewed from public vantage points. No parking shall be permitted within the front yard setback.
2. The total amount of parking shall be limited to the minimum necessary to accommodate the planned use.
3. Driveways, parking and service areas shall be treated with surface materials that blend into the surrounding natural environment. The use of white, light or bright colored surface materials should be avoided.

4. Driveways shall be shared to the maximum extent practicable given site-specific conditions, and shall not exceed the minimum width standards established by the town's Public Works Standards unless the Planning Commission deems that additional width is necessary to protect public safety.
5. With the exception of areas designated for loading passengers, loading, service and storage areas, and associated equipment such as, utilities, trash receptacles and accessory structures shall be located to the side or rear of buildings and shall be screened from public vantage points and adjoining property. Mechanical equipment or other utility hardware mounted on building roofs, walls or the ground shall be screened from public vantage points and adjoining property.
6. Walls and fences used to screen loading docks, drive-through windows, utilities and equipment, trash receptacles, accessory structures, etc. shall complement the materials and design of the associated principal building. The use of chain link fencing in visible locations shall be avoided. Landscaping shall be used to soften and break-up visible expanses of screening walls or fencing that extend for 25 feet or more in length.

## LANDSCAPING AND FENCING

To minimize loss of scenic character, landscaping shall be thoughtfully selected, located and maintained to draw the viewer's eye towards attractive natural and built features, and to screen less attractive features. In addition to the requirements of Section 3.2 (Buffers and Screening) and 3.4 (Fences and Walls), the following shall apply:

1. Landscaping shall build upon existing natural or traditional vegetation patterns on the site (ex. hedgerows, woodlots, vegetated streams or drainage swales, etc.). Retaining and incorporating existing mature vegetation into landscaping plans is strongly encouraged.
2. Where open land in the foreground provides views to distant landscape features, landscaping shall be selected that will allow for the continued access to those views. A management plan may be required to maintain such open land and the visual access it provides to distant views.
3. Landscape plans that emphasize a mix of species and vegetation types (shade trees, understory trees, shrubs, perennials and ground covers) in non-repetitive, naturalistic groupings are strongly encouraged. Non-native or invasive species should be avoided.
4. Use of traditional New England fences and walls (stonewalls, split-rail fences, picket fences, etc.) is strongly encouraged. Expanses of chain link and solid privacy fences in visible areas without accompanying landscaping is strongly discouraged.

## SIGNAGE

To minimize loss of scenic character, signage shall be designed to be harmonious with the surrounding built and natural environment. In addition to the requirements of Section 3.10 (Signs), the following shall apply:

1. Each sign shall be compatible in style, design, scale and proportion with the building it is associated with and the site it is located on. Each sign shall be compatible with signs located on adjacent premises and shall not compete for attention.

2. Use of building-mounted signs that complement the building's architectural features is strongly encouraged. Such signs shall be designed as an integral architectural element of the building it is mounted on. Sign panels should be incorporated into the design of commercial building facades to accommodate wall signs.
3. Use of monument signs at development entrances that incorporate natural materials (ex. stone and wood) and landscaping is encouraged.
4. Sign colors and design shall complement the color and design of the associated structure. Use of bright, highly saturated or intense colors is discouraged as a primary component of a sign's color scheme, but may be appropriate when used in moderation as an accent or contrast.
5. The amount of signage shall be the minimum necessary to clearly identify the name and location of a business, complex or development to the traveling public. A sign's message shall be composed in proportion to the area of the sign face. The message shall state only the name and/or trademark of the establishment, and/or the business or activity conducted on the premises upon which the sign is located.
6. Use of unique or creative signs that communicate visually without the necessity of a written message is encouraged.

## LIGHTING

To minimize loss of scenic character, exterior lighting shall be minimized, particularly in areas characterized by relatively dark night skies and limited intrusions of artificial light. In addition to

the lighting requirements of Section 5.6(G), the following shall apply:

1. Outdoor lighting shall be limited to locations where activity will be occurring (ex. walkways, entrances, parking areas, intersections) and to times when activity will be occurring (ex. business hours).
2. Light levels shall be set at the minimum needed for the intended purpose. Lighting shall be designed to avoid sharp contrasts in light levels as people move around a site.
3. Use of lighting as a security or advertising technique when no one is on the premises is strongly discouraged.
4. Use of technologies such as motion detectors or timers is strongly encouraged to provide light only when and where needed to facilitate human activities.
5. Exterior light fixtures shall be designed and aimed to avoid directing light upward, into nearby windows, or towards oncoming traffic.
6. Use of full cut-off (as defined by the Illuminating Engineering Society of North America) and shielded light fixtures is required. Light fixtures shall be designed and aimed to prevent the light source from being visible from public vantage points.
7. Exterior light sources shall be selected to minimize adverse color rendering of the surrounding landscape.

## SUBDIVISIONS AND PUDS

To minimize the loss of scenic character, subdivisions and PUDs shall be designed and located to minimize the intrusion of



incompatible and unharmonious development into existing scenic views visible from public vantage points. To that end:

1. Lots shall be located on a site with consideration for protection of scenic views and vistas – both to provide pleasing views for property owners and to maintain existing viewsheds along the town's scenic road corridors.
2. Unless site specific conditions require alternative placement, lots shall be located along the edge of existing natural (ex. tree lines, hedgerows, base of slopes, etc.), built (ex. roads or existing development), or administrative (ex. lot lines, easements, etc.) features.
3. Lots shall be logically related to the surrounding natural and built environment.
4. Lots shall be located to minimize the amount of land disturbance and re-grading that will be necessary to accommodate intended development.
5. Clustered development with protected open space is generally preferred over dispersed development that fragments open space. However, clustering may not be the most appropriate planning technique for all sites. On sites where multiple lots or buildings will be created or located with no or limited opportunities to tuck development in along existing tree lines or behind topographic features, lots and buildings should be clustered. On sites with opportunities to tuck development into existing site features in a manner that significantly reduces its visual prominence, alternatives to a single cluster of development may be considered. Where clustered development will be visually prominent from public vantage points, a pattern of clustering reminiscent of traditional farmsteads or rural

hamlets is strongly encouraged

6. Each lot shall be provided with a three-dimensional building envelope, within which all structures must be contained. The building envelopes should be established to protect against incursion into identified scenic views or vistas.
7. Access and driveways shall be shared to the maximum extent feasible given site specific conditions and the requirements of these regulations. Roads and driveways shall be designed to follow natural contours and site features (ex. hedgerows, tree lines, streams, etc.) to the greatest extent feasible.
8. The density of PUDs within the district shall not be greater than would be allowed for a conventional subdivision or development, and no density bonuses shall be granted, unless the Planning Commission finds that the higher density of development can be accommodated without any increased impact on scenic resources and character.



## APPENDIX 13: JERICHO — NATURAL RESOURCES SCENIC DISTRICT

To implement the recommendations set forth in the manual, the following regulatory options are offered for consideration by the Town of Jericho Planning Commission.

### ZONING DISTRICTS

Currently, the “scenic areas” covered by Jericho’s Natural Resource Protection overlay district include “the upper 100 feet of elevation of all peaks over 1,000 feet in elevation.” The principal protection technique in this overlay is a limitation on allowed uses. For scenic areas, the uses are limited to “wildlife management, passive recreation, selective timber cutting, agriculture (no structures), forestry (no structures)” as permitted uses, and “dwellings and accessory structures” as conditional uses. There are currently two additional standards that apply to conditional uses in this overlay district: “All conditional uses in scenic areas shall be located to minimize the visual impact of siting and clearing”; and “All conditional uses shall be sited to minimize degradation of the natural resource and erosion of surrounding lands.”

This overlay serves as a ridgeline protection district. More specific standards with regard to building envelope size and placement, and clearing limitations, would improve the effectiveness of the overlay to protect scenic ridgelines. The steep slopes and ridgeline protection chapter of *Innovative Land Use Planning Techniques: A Handbook for Sustainable Development* (New Hampshire Department of Environmental Services and partners, 2010) provides a useful model for such standards that are appropriate to a small, rural community like Jericho.

Another option to be considered would be establishing a second tier overlay district, which would include scenic slopes and

hillsides below the upper 100 feet covered by the existing district but still visually prominent. Within this lower elevation overlay, the severe limitation on uses would not be necessary but the district would include standards with regard to building envelopes and clearing similar to those recommended for the current overlay district. A new overlay district could be established so that any use permitted in the underlying district would be allowed within the overlay as a conditional use. If there are specific uses allowed in the underlying district(s) that are deemed incompatible with protection of scenic resources, those specific uses could be listed as prohibited in the overlay district.

A broader overlay district could also be created to protect the lower elevation scenic roadscape areas identified in the manual. Again, the district would not necessarily need to restrict uses or require lower density development, but could have more specific standards or guidelines as recommended in Part 3 of the manual. The overlay district drafted for the Town of Essex (Appendix 12) provides an example of how such standards could be implemented in the regulations.

Finally, the town’s current zoning districts should be examined to assess their affect on scenic resources, particularly districts along the town’s scenic roads. If these districts promote strip development along scenic roads, changes may need to be made to their underlying standards before the other recommendations presented here can be effective. Options to be considered include: increasing the depth of narrow districts along roads to allow clustering and moving development further back from the road; increasing frontage requirements to encourage alternatives to a linear pattern of frontage lots; and using access management standards to limit the number of new curb cuts and promote shared access.

## RECOMMENDED STANDARDS

There are several options for incorporating more specific standards into Jericho's land use regulations in addition to the overlay districts discussed above. Such standards could be applied during the conditional use, subdivision or PUD review process.

It is also possible to include both mandatory requirements (shalls) and guidance (shoulds) within the regulations. While not required, the guidance can be very helpful to both applicants and review board members by describing and illustrating the desired outcome and intent of the regulations. Instead of stopping at the statement that "development must minimize its visual impact," the regulations can offer more specific advice on how development can be planned and designed to meet that general requirement. If the Jericho Planning Commission decides to incorporate such standards into the town's regulations, careful consideration needs to be given to which elements will be mandatory (shalls), and which will be recommended (shoulds). The following standards are offered as a starting point for that discussion.

### BUILDING ENVELOPES AND PLACEMENT

To minimize loss of scenic character, development shall occur within designated building envelopes. Building envelopes shall be located on a site with consideration for protection of scenic views and vistas – both to provide pleasing views for building occupants and to maintain existing viewsheds along the town's scenic road corridors.

Unless site specific conditions require alternative placement, building envelopes should be located along the edge of existing natural (ex. tree lines, hedgerows, base of slopes, etc.), built (ex. roads), or administrative (ex. lot lines, easements, etc.) features. Unless site specific conditions require alternative placement, building envelopes should be clustered. The orientation and

placement of buildings should be logically related to the surrounding natural and built environment. Where multiple buildings will be located on a site, they should be grouped together and buildings should be located at right angles to each other.

### BUILDING DESIGN AND MASSING

To minimize loss of scenic character, buildings shall be designed to be compatible with the surrounding natural environment and traditional buildings in the area.

Large buildings shall be designed to appear as a series of smaller, attached buildings or with architectural features (projections, ells, dormers, porches, etc.) that visually break up their mass into smaller units. Uninterrupted wall or roof planes that exceed 50 feet should be avoided.

While replication of historic architectural styles is not necessary, use of building forms common to traditional New England vernacular architecture is encouraged (ex. gable roofs, dormers, porches, ells, barns, sheds, etc.). Single-story, flat-roofed and/or "box" building forms should be avoided. Buildings with peaked roofs should have the gable end facing the road, or be designed with dormers that break-up the roof surface. Buildings should incorporate appropriately scaled architectural details (ex. molding, casing, fascia, soffits, lintels, sashes, eave overhangs, etc.) that provide visual interest and accent the building's form and structure.

Building entrances should be accentuated through use of architectural features (ex. porches, transom windows, sidelights, etc.). Building facades should include a regular pattern of windows. Use of windows that are taller than they are wide, and windows that appear to have divided panes, is encouraged. Use of large or horizontal, undivided windows should be avoided.

## BUILDING MATERIALS AND COLORS

To minimize loss of scenic character, building materials and colors shall be selected that will blend development into the surrounding natural environment and/or reflect traditional building practices. Use of natural materials, such as wood and stone, and traditional materials, such as horizontal clapboards or metal roofing, is encouraged. Use of manufactured or engineered materials that mimic natural or traditional materials is acceptable; however, such materials should be of similar (or higher) quality and durability.

Use of highly reflective materials should be avoided. Windows should be sized and located on buildings with consideration to their reflectivity, their visibility from public vantage points, and the effect of light and glare spilling out from lit interior space into outdoor spaces that are not artificially lit.

Use of colors that are muted, dark, found in the surrounding natural environment, or common to traditional buildings in the area is encouraged. Use of stark white, bright, highly saturated or intense colors is discouraged as a primary component of a building's color scheme, but may be appropriate when used in moderation as an accent or contrast.

## ACCESS, DRIVEWAYS, PARKING AND SERVICE AREAS

To minimize loss of scenic character, driveways, parking and service areas shall be designed and located to reduce their visual impact.

To minimize the amount of site clearing and ground covered by asphalt or gravel, access, driveways and parking areas shall be shared to the maximum extent practicable given the characteristics of a given site and the proposed use(s). Subdivision of a parcel shall not create an automatic right to construct more than one access. In appropriate instances – including the presence of compatible adjacent uses; areas characterized by

heavy traffic, congestion and frequent and/or unsafe turning movements; or lots having direct access to state highways – shared access may be required between adjoining properties. Construction of shared access may be required at the time of project development if similar provision has been made on contiguous parcels, or may be required at a later time contingent upon future development of neighboring properties. *[See the access management section of Smart Growth Vermont's Community Planning Toolbox for further information on this topic and model access management standards.]*

Parking should be located to the side or rear of buildings. If parking cannot be placed at the side or rear of buildings, other techniques should be used to reduce the visual impact (landscaping, fencing, elevation change, etc.) of parking as viewed from public vantage points. The total amount of parking should be limited to the minimum necessary to accommodate the planned use. Parking areas for 30 or more vehicles shall be broken down into smaller units, divided by landscaped islands.

Use of alternative surface treatments (gravel, pervious paving, grass, etc.) is encouraged for lightly used or overflow parking areas. The use of surface materials for driveways, parking and service areas that blend into the surrounding natural environment is encouraged. The use of white, light or bright colored surface materials should be avoided.

Loading and service areas, other than for passengers, shall be located to the side or rear of buildings and shall be screened from public vantage points. Screening walls and fences for loading docks, drive-through windows, utilities and equipment, trash receptacles, etc. should complement the materials and design of the associated building. The use of chain link fencing in visible locations should be avoided. Landscaping shall be used to soften and break-up visible expanses of fencing and blank screening walls that extend for 25 feet or more.



## SIGNAGE

To minimize loss of scenic character, signage shall be designed to be harmonious with the surrounding built and natural environment. *[Consider use of illustrated guidelines like the example provided to more clearly communicate to applicants.]*

Use of building-mounted signs that complement the building's architectural features is encouraged. Use of monument signs at entrances that incorporate natural materials (ex. stone and wood) and landscaping is encouraged.

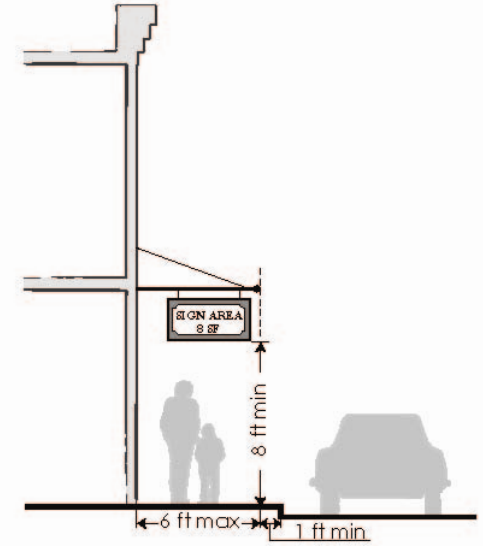


Freestanding signs shall not exceed 10 feet in height. Use of internally-illuminated, animated, or electronic message signs shall be prohibited.

**Hanging Signs.** The lowest portion of a hanging sign or its support structure shall be at least 8 feet above the sidewalk or grade directly beneath it. No hanging sign or its support structure shall project more than 6 feet from the wall of any building or beyond 1 foot from the edge of the sidewalk, whichever is less.



ENCOURAGED



MAXIMUM DIMENSIONS

Sign colors and design should complement the color and design of the associated structure. Use of bright, highly saturated or intense colors is discouraged as a primary component of a sign's color scheme, but may be appropriate when used in moderation as an accent or contrast.

Signs shall not be lit when the business is not open.





**Wall Signs.** Wall signs shall be placed in a manner that complements the architecture of buildings. A wall sign shall not extend above the eaves, nor block access to any window or door.

Signs should not be placed in locations where architectural details (e.g., window frames, cornices or other trim) will be obscured. Signs should be logically located on the building facades, such as within or just above storefront windows.

No wall sign shall project more than 2 feet from the wall of any building.

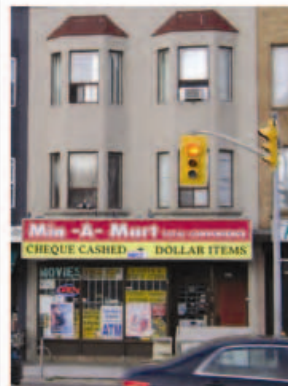
Signs on canopies or in windows shall be considered wall signs for the purposes of determining the number and size of signs **permitted**.



**ENCOURAGED**



**ENCOURAGED**



**DISCOURAGED**



**DISCOURAGED**

## LANDSCAPING AND FENCING

To minimize loss of scenic character, landscaping shall be thoughtfully selected, located and maintained to draw the viewer's eye towards attractive natural and built features, and to screen less attractive features.

Landscaping should build upon existing natural or traditional vegetation patterns on the site (ex. hedgerows, woodlots, vegetated streams or drainage swales, etc.). Retaining and incorporating existing mature vegetation into landscaping plans is encouraged. Where open land in the foreground provides views to distant landscape features, landscaping should be selected that will allow for the continued access to those views.

Use of native species is encouraged and invasive or rapidly-spreading species should be avoided. Landscape plans that emphasize a mix of species and vegetation types (shade trees, understory trees, shrubs, perennials and ground covers) in non-repetitive, naturalistic groupings is encouraged.

Use of traditional New England fences and walls (stonewalls, split-rail fences, picket fences, etc.) is encouraged. Expanses of chain link and solid privacy fences in visible areas without accompanying landscaping is discouraged.



## LIGHTING

To minimize loss of scenic character, outdoor lighting shall be minimized, particularly in areas characterized by relatively dark night skies and limited intrusions of artificial light. Outdoor light fixtures shall meet the requirements of the Town of Jericho Public Works Standards.

Outdoor lighting should be limited to locations where activity will be occurring (ex. walkways, entrances, parking areas, intersections) and to times when activity will be occurring (ex. business hours). Use of lighting as a security or advertising technique when no one is on the premises is discouraged. Use of technologies such as motion detectors or timers is encouraged to provide light only when and where needed to facilitate human activities.

Outdoor light fixtures shall not cast light upward or onto adjoining properties. Outdoor light fixtures shall be designed and aimed to avoid directing light into nearby windows or oncoming traffic. Use of full cut-off and shielded light fixtures is encouraged. Light fixtures should be designed and aimed to prevent the light source from being visible from public vantage points.

Light levels should be set at the minimum needed for the intended purpose. Lighting should be designed to avoid sharp contrasts in light levels as people move around a site.

# RESOURCES

## *The Roadscape Guide: Tools to Preserve Scenic Road Corridors*

Produced by the Champlain Valley Greenbelt Alliance, 2006

This resource is available on the Smart Growth Vermont website under Publications. Print copies can be requested by calling the office, (802) 864-6310.

In addition to providing in-depth information on road corridor preservation, this book includes an extensive list of other resources listed by the themes of each section of the book: “Understanding the Landscape of Your Corridor”; “Conservation: A Powerful Tool”; “Regulatory Tools; Additional Tools to Preserve Scenic Resources”; and “Organizing Your Roadscape Preservation Initiative.”

## *The View from the Road: Patterns, Principles and Guidelines for Roadscape Design*

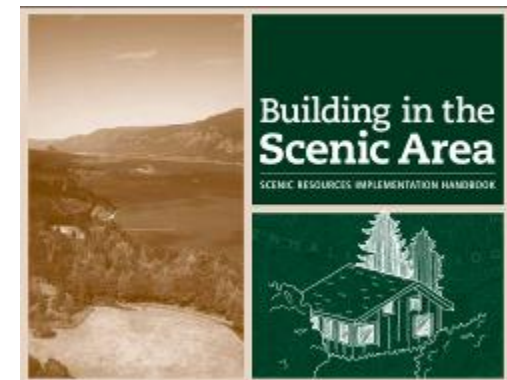
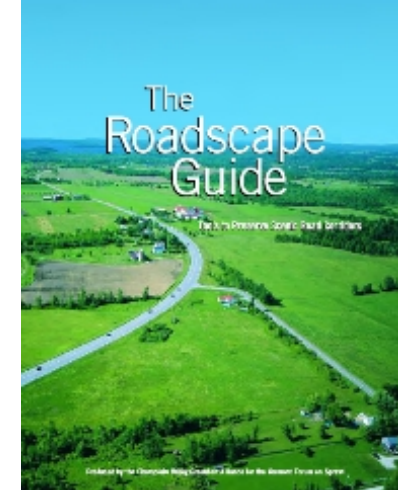
Produced for the Champlain Valley Greenbelt Alliance by Landworks, 2006

This brochure is available as a downloadable PDF from the Smart Growth Vermont website, [www.smartgrowthvermont.org/help/publications/](http://www.smartgrowthvermont.org/help/publications/)

## *Building in the Scenic Area: Scenic Resources Implementation Handbook*

Prepared for the Columbia River Gorge National Scenic Area by DeVaney Consulting, Inc.; Bryan Potter Design; and Steaming Kettle Consulting, LLC, 2005

This resource concentrates on natural scenic resources and makes suggestions specifically for developments within key viewing areas of the Gorge. The combination of their suggestions and the Roadscape Guide helped form the content of this Handbook. It is available as a downloadable PDF from their website, [www.gorgecommission.org/handbooks.cfm](http://www.gorgecommission.org/handbooks.cfm).



## SPECIAL THANKS FOR ILLUSTRATIONS

*The Roadscape Guide:* 4-80.1; 4-80.2; 4-81.1

*Building in the Scenic Area:* Fig. 3-66; 3-74.2; 3-76.2; 3-84.1`

*The View from the Road:* 3-69.1; 3-73.1; 3-83.1

Brandy Saxton, PlaceSense: 3-67; 3-68.1; 3-68.2; 3-60.2; 3-69.3; 3-70.2; 3-71.1;  
3-71.2; 3-71.3; 3-71.4; 3-73.3; 3-75.1; 3-75.2; 3-76.1; 4-82.1; 4-82.2; 4-84.3

Northern New England Chapter American Planning Association Photo Library:  
3-74.1 ; 4-84.2

Town of Los Gatos Hillside Development Standards and Guidelines  
([www.town.los-gatos.ca.us/index.aspx?NID=1117](http://www.town.los-gatos.ca.us/index.aspx?NID=1117)): : 3-70.1; 3-75.3; 3-75.4

Wikipedia, Vermont Witch Window: 3-73.2

[www.nightwise.org](http://www.nightwise.org): 3-72.1; 3-72.2; 3-72.3; 3-72.4

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