

VIEWS TO THE MOUNTAIN: A SCENIC PROTECTION MANUAL

***A RESOURCE PREPARED FOR THE TOWNS OF ESSEX
AND JERICHO BY SMART GROWTH VERMONT***



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TOWNS OF ESSEX AND JERICHO

CHITTENDEN COUNTY METROPOLITAN PLANNING ORGANIZATION

**SCENIC ASSESSMENT GROUNDWORK: VOLUNTEERS FROM ESSEX
AND JERICHO**

**SPECIAL THANKS TO UVM STUDENT, LOREN SCOTT, FOR
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VIEWS TO THE MOUNTAIN: A SCENIC PROTECTION MANUAL



PART 1 - INTRODUCTION

Look to the east while driving the back roads in the towns of Jericho and Essex, and you will see a view so iconic and so central to Vermont's identity that it is seen on the state's flag and coat of arms. This manual documents the efforts the two towns have made to preserve that heritage and the steps they have agreed to implement to further secure these essential scenic assets.

MANUAL PURPOSE AND STRUCTURE

This manual encompasses the joint effort of the towns of Jericho and Essex to assess each town's scenic roadscapes and find ways to protect world-class views through individual and joint regulatory and non-regulatory means.

The manual has several goals. First and foremost, the Manual's authors aim to provide a road map for implementation of the current project. Second, it will serve as a record of the two towns' efforts to protect scenic resources from the spring of 2009 until the end of 2010. And finally, the towns and their project partners hope that the manual will serve as a guide for other communities seeking to preserve their scenic assets.

The manual has four parts, the first of which is this introduction. Part 2 provides the assessment of resources and documents the current state of scenic resources in both towns. Part 3 offers each town design guidelines for future development within scenic areas. Part 4 details each town's scenic protection implementation plan.



PROJECT BACKGROUND

In the spring of 2009, the towns of Essex and Jericho met with representatives of Smart Growth Vermont, the Chittenden County Regional Planning Commission and the Chittenden County Metropolitan Planning Organization to put together a joint project to protect the towns' scenic road corridors. The result was a fifteen month endeavor to assess the current state of these resources and identify regulatory and non-regulatory options for their protection, develop this manual to offer a roadmap for other towns, and develop regulatory language for the towns to adopt. As a joint endeavor, the manual offers other Vermont communities insight into working with neighbors to preserve their natural and historic viewsheds.

The project is part of Smart Growth Vermont's Roadscape Guide Initiative, which grew out of the Champlain Valley Greenbelt Alliance (CVGA), established in 2000 to protect the spectacular

roadscape from Shelburne to Middlebury. CVGA published the *Roadscape Guide* to help other Vermont communities working to preserve their views and working landscapes. Smart Growth Vermont continues this effort with the Roadscape Initiative, helping communities identify, assess, and protect scenic road corridors.

PROJECT GOALS

The four overarching goals of this collaborative, multi-town project are to:

1. Protect Scenic Roadscapes
2. Focus Development in Traditional Settlements
3. Conserve Scenic Working Landscape
4. Market Scenic Assets

PROTECT SCENIC ROADSCAPES

The basic aim of this project is to take action to secure the iconic views along roads in the towns of Essex and Jericho, whether the peerless views of the Green Mountains, the bucolic views of working lands, or the traditional character of their villages.

Why road corridors? Beyond the fact that our road corridors by definition form the 'bones' of our communities, roadscape are the primary means by which visitors and neighbors experience our towns. They are the outward expression of community identity and heritage.

Ensuring that scenic corridors endure is important not only for the identity and heritage of a town or region, but also its economic vitality. Scenic settings attract tourists, residents and businesses seeking to capitalize on the Vermont brand. The quality of life Vermonters experience is due in large part to stepping out each day into vistas that feed the soul.

In the past, communities seeking to protect scenic resources have found it difficult to establish the needed criteria. One purpose of this project is to quantify and record such criteria for the two-town area, and to offer that approach for others to use in their communities.

Scenic quality is a measure of the visual appeal of a tract of land – its contrasts, layering, focal points, uniqueness and integrity. It includes both the natural and 'built' environment, as attractive buildings in the local vernacular can contribute significantly to the overall quality of a view.

By dissecting and quantifying criteria identified in methodological studies in recent decades, communities can document a greatly refined assessment of their resources. The partners in this collaborative conducted a rigorous assessment of roadscape views to form the basis of their prioritization of resources to be protected, and the design and implementation of protective measures.



Travelers along roads in Essex and Jericho can easily glimpse Mt. Mansfield and Camel's Hump.



Hillsides covered with fall foliage and tree farms are also common sights that add to the scenic roadscape.

FOCUS DEVELOPMENT IN TRADITIONAL SETTLEMENTS

To reduce development pressures on open and scenic lands, communities can structure land use regulations and incentives to encourage settlement in traditional community centers and away from open lands. These nodes of development provide a contrast to scenic vistas of natural and working lands with development that reflects the look and feel of existing historic villages.

Many communities have recognized that such an approach yields a host of benefits, not just preservation of scenic landscape.

In Vermont, the state offers attractive incentives to encourage new development in existing compact centers through downtown and village center legislation as well as the state's Growth Center and Vermont Neighborhood Programs.

Although both communities have already suffered significant scenic corridor degradation to roadside commercial and residential development, Essex and Jericho have begun work to focus new development in village centers and promote redevelopment and 'in-fill' within these centers. The steps outlined in this manual enhance and strengthen these initiatives.

CONSERVE SCENIC WORKING LANDSCAPE

Concentrating new development away from scenic areas can ensure that the working landscape – farm and forest – is both functional and sustainable. Much concern has been expressed about the 'hollowing out' of Vermont's rural communities, a problem across America.

Loss of family farm and forestry operations causes rural infrastructure to fail, forcing people to turn to commercial and retail centers to meet their daily needs. Beyond the loss to the local economy and increased cost of living, the failure of

COMPACT DEVELOPMENT

- ★ Places homes within walking or biking distance of recreation, shopping, health, financial and other services, schools, post offices, and public transit
- ★ Locates businesses within easy reach of their consumers, employees, suppliers and services
- ★ Ensures sufficient student populations to support the school systems
- ★ Provides a critical mass of ridership for transit services
- ★ Dispenses public services more efficiently so that they are cost effective
- ★ Lessens the burden of traffic on roads and streets
- ★ Reduces air and water pollution
- ★ Makes homes more affordable for families and reduces their transportation costs

rural infrastructure has health impacts. It moves families away from local food sources and toward corporate food, and toward less walking and cycling, and more vehicular travel.

By keeping farming and forestry operations viable, Essex and Jericho retain the intrinsic value of these open lands, preserve unfettered views to the mountains, maintain the character of their towns, and save significantly on infrastructure.

CELEBRATE SCENIC ASSETS

Not everyone makes the connection between scenic preservation and the many benefits outlined above. “Celebrating” scenic beauty in Jericho and Essex is not limited to the traditional seasonal tourist, but also encompasses outreach to residents, landowners, businesses, and neighbors; it heightens awareness of not just scenic beauty, but all of the enterprise connected to that beauty. Thus the fourth goal for this project is to plan for and implement an outreach effort to celebrate and significantly raise awareness of the extent each town’s economy is tied to its iconic scenic beauty and to boost enterprises that benefit from the scenic setting in Jericho and Essex. This in turn will reinforce the mutual benefit to economy and nature.

PROJECT PARTNERS

This project is a collaborative enterprise with five partners:

- ★ The Town of Essex
- ★ The Town of Jericho
- ★ Smart Growth Vermont
- ★ Chittenden County Metropolitan Planning Organization
- ★ Chittenden County Regional Planning Commission

“[A] visitor does not take one jot from the landscape or the community [...] in return for the money he contributes, nor does the natural beauty of a district or country need to be repaired or replanted each year. And yet the community may sell it and resell it without losing any part of the original bulk of the commodity.”

Mark Daniels

TOWN OF ESSEX

The Town of Essex, at 39 square miles, is home to the largest population of any town in Vermont, with more than 19,000 residents. It was one of the original “New Hampshire Grants” from King George III in 1763. Settlement began in 1783, and grew from scattered colonial villages to the town it is today. The town is at the periphery of the Burlington metropolitan area and has truly diverse working landscape, business community, and residential areas.

An early powerhouse of industry with ample river power and a railroad junction, Essex has grown to become one of the state’s largest suburban residential communities and home to its largest employer, IBM, located in Essex Junction, an incorporated village in the southwestern part of the Town of Essex. IBM employs one quarter of the state’s manufacturing sector workers and contributes roughly \$1 billion annually to the Vermont economy. The sole Amtrak passenger rail station in Chittenden County is in Essex Junction. The village and town maintain separate governments and school districts.

Commercial and residential development has spread along Route 15 toward the Colchester border. Butler’s Corners and Essex Center, two historic population centers, are now connected by commercial and residential development. Yet Essex has retained many locations where bucolic working lands form the foreground allowing for spectacular views of the Green Mountains beyond. The town has determined that nearly one quarter of its land base is in threatened visually-sensitive areas.



TOWN OF JERICO

Just east of Essex is the Town of Jericho, also an original grant from King George III. Settled first in 1774, the town was officially organized in 1786. Nestled in the foothills of the Green Mountains, Jericho did not experience the kind of industrial and residential development that Essex did, but now faces significant residential development pressures as it has evolved into a commuter town, especially along Route 15. With almost as much land area as Essex, Jericho's population is significantly smaller at just over 5,000 residents. Most residential growth is focused in suburban tracts in the west central portion of the town off of Route 15. Two of the town's three village centers are on Route 15: Jericho Corners and Underhill Flats at its eastern boundary. The third village center, Jericho Center, is south of Route 15 on Browns Trace. Jericho shares an active land trust with the Town of Underhill.



SMART GROWTH VERMONT

Smart Growth Vermont is Vermont's only nonprofit organization devoted exclusively to promoting smart growth, an approach to managing land use that integrates development with conservation by using land efficiently and sensibly. Its mission is to forge growth and conservation solutions for Vermont's communities and rural countryside. One of the ways the organization carries out its mission is through the Community Planning Partnership, an ongoing initiative in which Smart Growth Vermont helps communities that are interested in implementing smart growth principles. The organization works with local leaders to turn those principles into on-the-ground solutions by crafting town plan amendments, new bylaw language, and other building blocks of effective local planning, tailored to the particular circumstances of each



partner community. The Smart Growth Vermont online Community Planning Toolbox (<http://www.smartgrowthvermont.org/toolbox>) provides support 24 hours a day on a wide variety of land use and community development issues, with tools, case studies and resources.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION

The Chittenden County Regional Planning Commission (CCRPC) was founded in 1966 to promote the mutual cooperation of its 19 member municipalities and to facilitate the appropriate development and preservation of the physical and human resources in Chittenden County, the state's most populous county.

CCRPC provides technical assistance to its municipalities for local planning projects and provided mapping support for this project including Geographic Information System (GIS) mapping of the data gathered during the scenic assessment.



CHITTENDEN COUNTY METROPOLITAN PLANNING ORGANIZATION

The Chittenden County Metropolitan Planning Organization (CCMPO) is the federally designated Metropolitan Planning Organization (MPO) for Chittenden County. CCMPO is Vermont's only MPO and oversees about \$30 million in transportation investments annually.

In addition to overseeing and planning for transportation expenditures, CCMPO sponsors and conducts studies and assists local municipalities with planning activities like this project. It also provides a forum for interagency cooperation and public input into funding decisions





PROJECT STRUCTURE

The project was broken out into four distinct phases that build on each other to form the foundation for current and future preservation of scenic assets:

1. Assessment of Scenic Roadscape Resources
2. Identification of Preferred Strategies
3. Preparation of a Scenic Roadscape Protection Manual
4. Drafting of Town Plan and Bylaw Language

ASSESSMENT OF SCENIC ROADSCAPE RESOURCES

The first phase of the project focused on a broad-brush inventory of the kinds and extent of scenic resources in Essex and Jericho. With existing scenic inventories as a starting point, the project team conducted a more detailed scenic resource assessment,

identifying key vantage points, describing the attributes of each in narrative and photographic form, and then scoring each using the methodology outlined in the *Roadscape Guide*. This labor-intensive process relied upon the help of trained volunteers from each town's Conservation Commission as well as other interested local residents. The end product of this phase was a series of GIS layers and accompanying descriptive texts that document the current status of identified scenic corridors in both towns. The Scenic Assessment, detailed in Part 2 of this Manual, forms the basis for the design guidelines found in Part 3 and for proposed regulatory measures detailed in each town's scenic protection plan outlined in Part 4.

IDENTIFICATION OF PREFERRED STRATEGIES

In the second phase, Smart Growth Vermont worked with the towns to develop preferred strategies for protecting scenic roadscapes. Strategies fell into three major categories: regulatory protections such as overlay districts and siting standards,

non-regulatory tools such as landscaping and marketing, and direct land conservation.

Strategies were presented in tables (see Appendix ___) that lay out a broad range of options for review and comment by the two planning commissions. The towns' planning commissions then refined and prioritized the final options, which are incorporated in this Manual in Part 4.

PREPARATION OF A SCENIC ROADScape PROTECTION MANUAL

This Manual, the third phase of the project, brings all of the pieces together. It gathers scenic resource evaluation, maps and data, proposed strategies and recommended actions in a single document. Part 4 of the Manual includes an implementation plan for each town - a step-by-step overview of the specific actions each town will take to implement the plan – and resources to aid in implementation. The Manual also includes a section on opportunities for collaboration between the two towns. Once completed, the Manual will be submitted to each town's Planning Commission and Select Board for approval and adoption.

DRAFTING OF PLAN AND BYLAW LANGUAGE

The final phase of this project focuses on drafting Town Plan and bylaw language for adoption by each town that incorporates language implementing the top identified strategies, which will be completed after publication of this Manual.



Scenic assessment volunteers worked in pairs — and came in all sizes and ages! This young volunteer is holding up a sign to identify the specific part of the road segment.

VIEWS TO THE MOUNTAIN: A SCENIC PROTECTION MANUAL



PART 2 – SCENIC ASSESSMENT

INTRODUCTION

Before communities determine the best strategies for protecting their scenic resources, they need to understand what they are looking at, what makes vistas special and why they want to protect scenic resources. Community input in both Essex and Jericho has identified scenic resources such as the views of Mt. Mansfield and Camel's Hump and the views across sweeping agricultural fields as important historical, cultural, economic and community assets worthy of protection.

ROAD SELECTION

Once a community identifies the “what” and “why,” developing a scenic assessment is the next step. In a scenic assessment, scenic resources are systematically inventoried, documented and evaluated. For the assessment conducted in this project, both communities, working with the other project partners, selected and refined the roadways to be assessed.

Essex based its list of roads to assess on the Scenic Resources section and map in the Essex Town Plan, which incorporated work done in the *1973 Quality Environmental Plan for the Town of Essex and Village of Essex Junction*, the *1989 Essex Open Lands Study*, the *2001 Essex Rural Lands Study*, the *1998 Report of the Committee on Scenic Roads* and the *2008 Essex Open Space Plan*.

Jericho based its selection of roads on the Jericho Town Plan, which in turn was based on a 1989 scenic road assessment using State of Vermont assessment forms, the 1994 Village Triangle Plan and an inventory conducted as part of the last Town Plan update.

GIS-based maps for each road segment were developed (see Figure 1) that plotted assessment locations roughly 500 feet apart along either side of the identified road segments. Although the roads were identified as scenic assets by both towns, the individual points to be assessed were not selected for best views, but were meant to be a random sampling along roads thought to be scenic.



SCENIC EVALUATION

Volunteers from Essex and Jericho were recruited and trained to evaluate the identified roadways. These volunteers fanned out across dozens of road segments in Jericho and Essex. After locating each designated assessment point on the roadway, volunteers noted whether or not they had moved to a new view (around a bend, over a hill, etc.) along the road at each new segment, and noted anything unusual about the spot. Each volunteer would then take a 180 degree panorama of photos moving from left to right to document each assessment point as objectively as possible.

After taking the photo series, volunteers rated each segment view on ten criteria. Some criteria were answered with a simple “yes” or “no,” while others were assessed on a scale of 1 to 3 (see Appendix ? for the volunteer instruction.) The criteria were as follows:

EXTENT OF VIEW. This criterion refers to the horizontal sweep of the view from a given point and assesses how

“big” the view is from that segment location. For instance, are they sweeping, long-distance views or totally obstructed?

SENSE OF DEPTH. This criterion asks viewers to consider not just the distance to the horizon, but how ‘layered’ a particular view may be. In other words, if the view is open, are there fields, forest, hills, or mountains between the viewer and horizon, and if so, do they form multiple layers engaging visual interest? Does the view have various layers, both built and/or natural, that transition from fields to mountains or are there few or no layers?

TRADITIONAL LANDSCAPE PATTERNS. Is the view still dominated by a traditional rural or village pattern of land use or are subdivisions and strip developments intruding into the view? For the current assessment in Essex and Jericho, traditional landscape patterns include barns, farmhouses, fields and woods.

FOCAL POINTS. This is a more subjective criterion that asks the assessor to determine whether there are one or more “pleasing” dominant features that draw the eye. Volunteers determined whether a mountain peak, lake, or other dramatic feature dominated the view or if multiple focal points vie for attention. The negative end of the spectrum for this criterion includes two options - (1) there is no dominant feature, or (-2) the dominant feature is unattractive.

QUALITY OF NATURAL LANDSCAPE ELEMENTS. This is a more subjective criterion where the assessor ranks the quality of the natural landscape elements as outstanding, moderately interesting or unremarkable.

QUALITY OF BUILT LANDSCAPE ELEMENTS. This criterion assesses the quality of the built landscape elements on the same scale as the natural landscape elements.

VIEW OF MOUNT MANSFIELD. This a yes or no response – can Mount Mansfield be seen from that assessment point?

VIEW OF CAMEL’S HUMP. Another yes or no criterion.

OTHER SIGNIFICANT NATURAL FEATURES. This is a yes or no response where the assessor notes significant natural feature such as ridgelines, waterways or key meadows in the comment section of the form.

SIGNIFICANT BUILT FEATURES. This criterion notes any significant built feature such as historic barns, town greens, etc. in the comment section of the form.



Landscaped yards and gardens help developed land fit in with the surrounding natural environment and complement the scenic resources of an area.

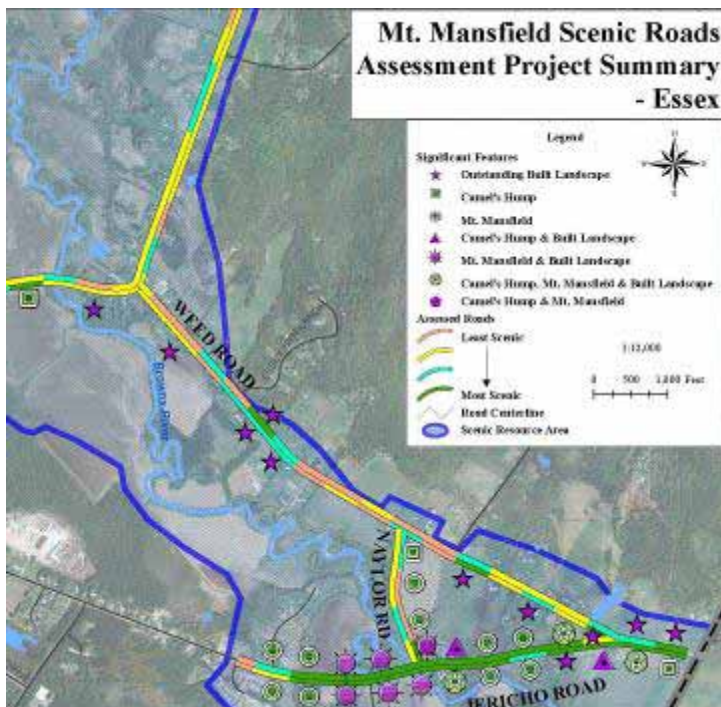


Silos are an example of a built feature that adds to the pastoral character of the scenery.

WEIGHTING AND MAPPING

Once road segments were assessed and given numeric scores for each criterion, all data were compiled in a master spreadsheet. The formula averaged most criteria, but views of Mount Mansfield and Camel's Hump were weighted higher in the computation, in recognition of their central role in the assessment.

The data were then digitized into geographic information systems (GIS) format by the Chittenden County Regional Planning Commission and maps were created which graphically display the assessment values. The rating values noted on the maps are graded from highest overall quality, green, to lowest, red. In addition, specific scenic assets such as views of Mount Mansfield or excellent examples of traditional built environment (barns, farmhouse, silos, etc.) are mapped with unique identifiers.



Volunteers rated vistas using a variety of scores, with comment fields for significant built features in the landscape such as barns.



Natural features such as mature trees and narrow winding roads are characteristic of a rural roadscape.

ESSEX ROADS

BIXBY HILL ROAD (BX-01 TO BX-02)

Bixby Hill Road runs north from Browns River Road (Route 128) just east of its meeting with Center Road and Jericho road (Route 15) in Essex Center. At its southern end is the Essex Elementary School complex. The road is paved here and transitions to gravel along its rise into a residential area containing homes on relatively large lots, many that each have driveways directly off the road.

Along the western edge of the road, with the hill rising east to west, there are minimal views. Along the eastern side of the road there are spectacular panoramic views of the Green Mountains at the bottom and top of the road. Between these locations, views are obstructed either by vegetation or residential development. At the very northern end of Bixby Hill Road, a large new residence is under construction which will likely completely obstruct a spectacular panoramic view of at least Mount Mansfield. Much of this segment is wooded hill to the road and thus has a lower scenic value.

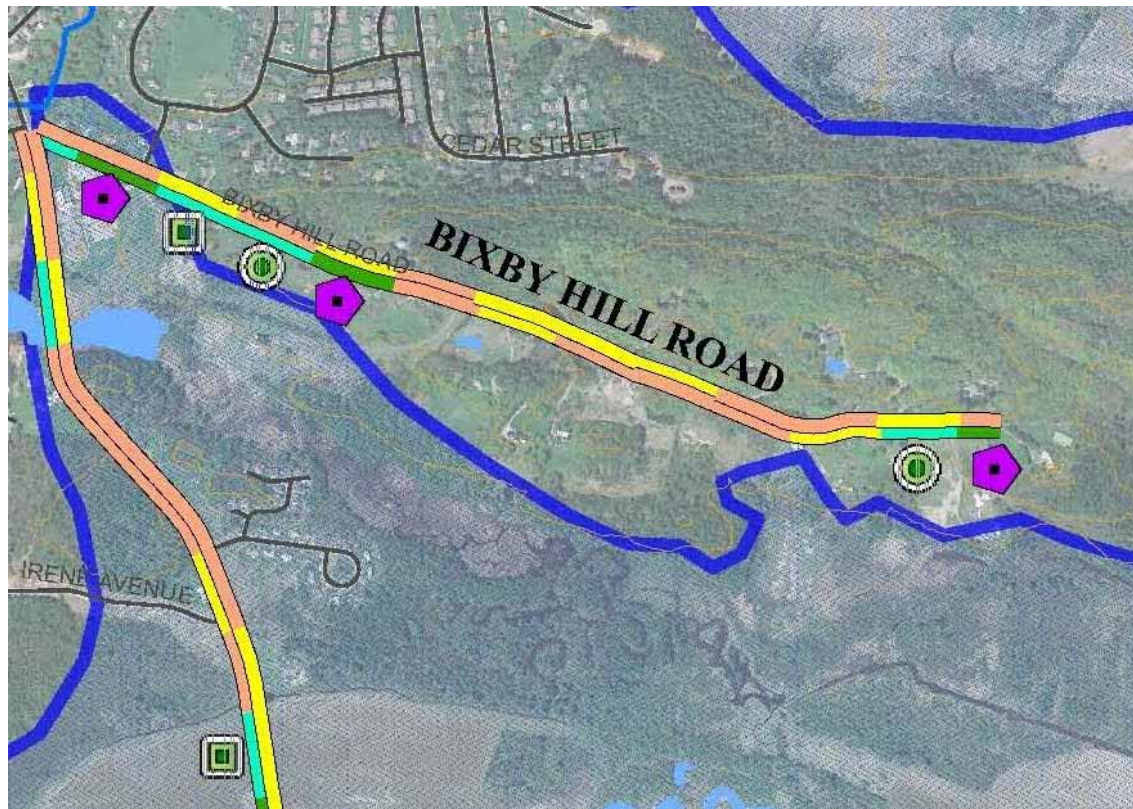
In this road segment, particular attention should be given to the remaining scenic views of Mount Mansfield and Camels Hump. Building envelopes should not obstruct these views and should be located so as to maintain visual access from the road or frame the views with new construction. The photos to the right of the garage and the new construction illustrate the consequences of poorly placed structures in relation to scenic views. Consideration should also be given to how land in the foreground can be maintained or used while preventing vegetation growth from obscuring these remaining scenic views of Mount Mansfield and Camels Hump.



The garage in this photo obscures the views to the mountains.



New construction illustrates the impact on scenic views if not thoughtfully located.



Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area



1:12,000

0 500 1,000 Feet



BROWNS RIVER ROAD (BR-01 TO BR-05)

Browns River Road is Route 128, a state highway that runs north from Essex Center to Westford and Fairfax. The southernmost segment assessed, BR-01, begins at the intersection with Bixby Hill Road near the Essex Elementary School, with its parking lot and bus turn around. The road opens up heading north, moving from rural residential to open fields and horse pastures to the west and more rural homes on large parcels and foot condition. There is also a former farm now in use as a nursery at the intersection with Weed Road.

The scenic resources on this road are less about views of dramatic mountain peaks and more about a traditional working landscape. Open meadows, farm fields, and barns are the key scenic resources in this area. When siting homes on these lots, locating building envelopes along the tree lines or clustering buildings should be considered to maintain these resources. In this type of rural setting, new buildings that are designed in vernacular New England styles will fit more harmoniously into the landscape than buildings that are designed in post-WWII and modern styles.

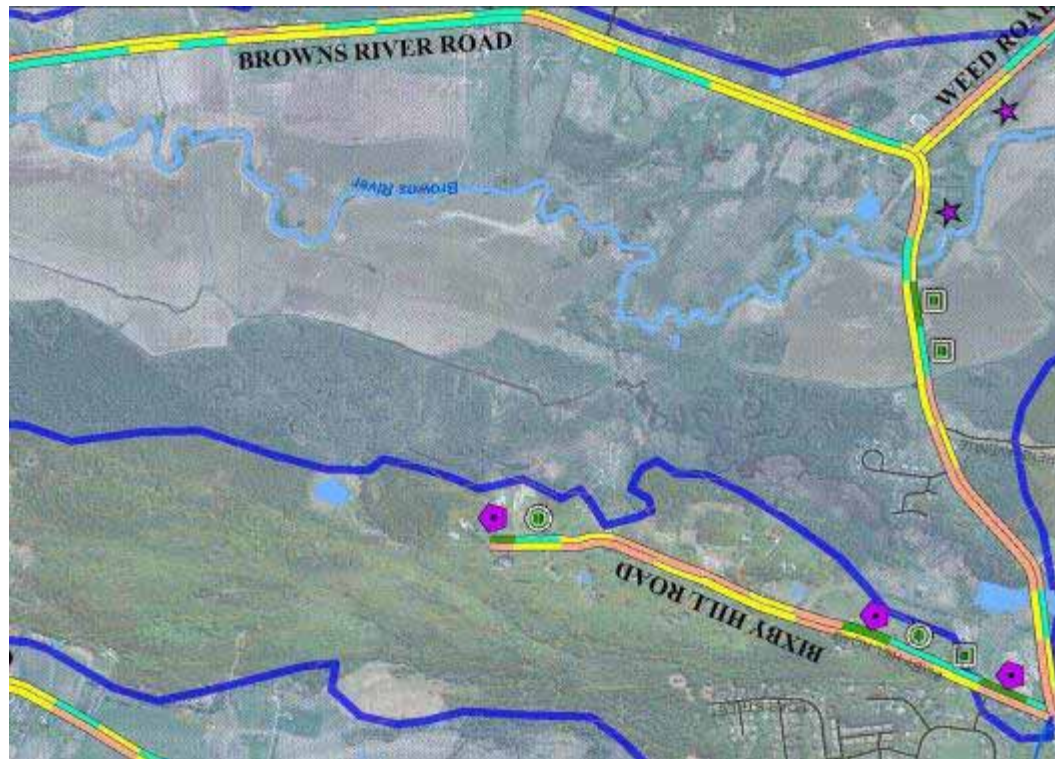


Homes tucked into the trees blend into the landscape.



Historic homes and new houses designed along these lines add to the landscape.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area



1:12,000

0 500 1,000 Feet



CHAPIN ROAD (CP-01 TO CP0-4)

About a mile east as the crow flies from Browns River Road is Chapin Road, a gravel town road that runs north from Towers Road into Westford. Chapin Road is home to Chapin Orchard, a well-known landmark farm first settled in the 1860s. Several Chapin descendants still live on the road and raise a variety of agricultural products including apples, pumpkins, maple syrup and Christmas trees. At several points, Chapin Road has expansive views of both Mount Mansfield and Camel's Hump at point. At its southern end, the view from Chapin Road looks across an open field toward the range of Green Mountains including Mount Mansfield. In the mid-ground, a newer housing development comprised of large, single-family homes on $\frac{1}{4}$ - to 1-acre lots rises up a foothill. Just north of this area is Chapin Orchard, with its historic home and barns. Foothills are seen intermittently on both the east and west sides of the road depending on the level of vegetation. Notable features include a historic farmhouse and barn, apple orchards, and Christmas tree farm. Beyond that, foothills can be intermittently seen among increasing roadside brush, fieldstone walls, rural homes, a ponds and large fields.

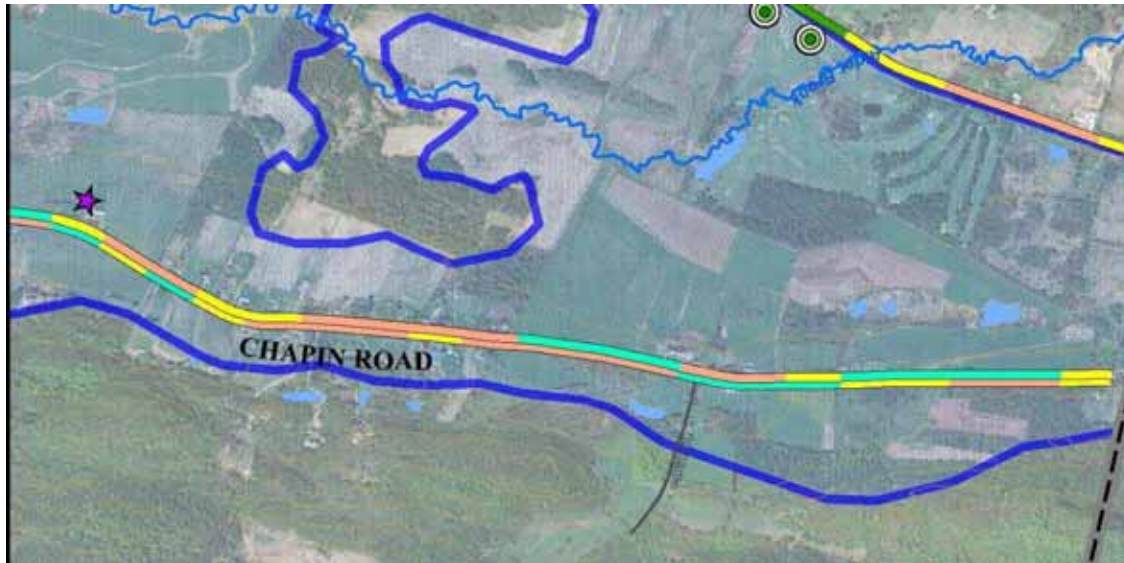
The scenic resources along this road vary from sweeping views of Mount Mansfield and Camel's Hump over open fields to fieldstone walls, historic farms and orchards. A mixture of tools may be needed to protect scenic resources. If the site is going to be developed, placement of building lots should be carefully considered. To maintain the sweeping views, lots should be tucked along tree lines or at the foothills. Clustering homes may help protect orchards, tree farms, fieldstone walls or ponds. Managing access on this road via shared driveways should also be considered. Consideration should also be given to how land in the foreground can be maintained or used while preventing vegetation growth from obscuring the scenic view over farmland to the distant hills and mountains.



Traditional stone walls such as this one can enhance and frame a view.



Brush growing on abandoned farmland can obscure vistas.



Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area

1:12,000

0 500 1,000 Feet



COLONEL PAGE ROAD (CL-01)

Colonel Page Road, which runs west from Chapin Road to Old Stage Road, shares roughly the same characteristics as Chapin Road, with intermittent views of the Green Mountains increasingly disrupted by a tree line and brush along the roadsides. Homes in this area are located along most of the road and the open fields at its westerly end are dominated by a large, handsome barn. Midway along Colonel Page Road there is a meandering stream.

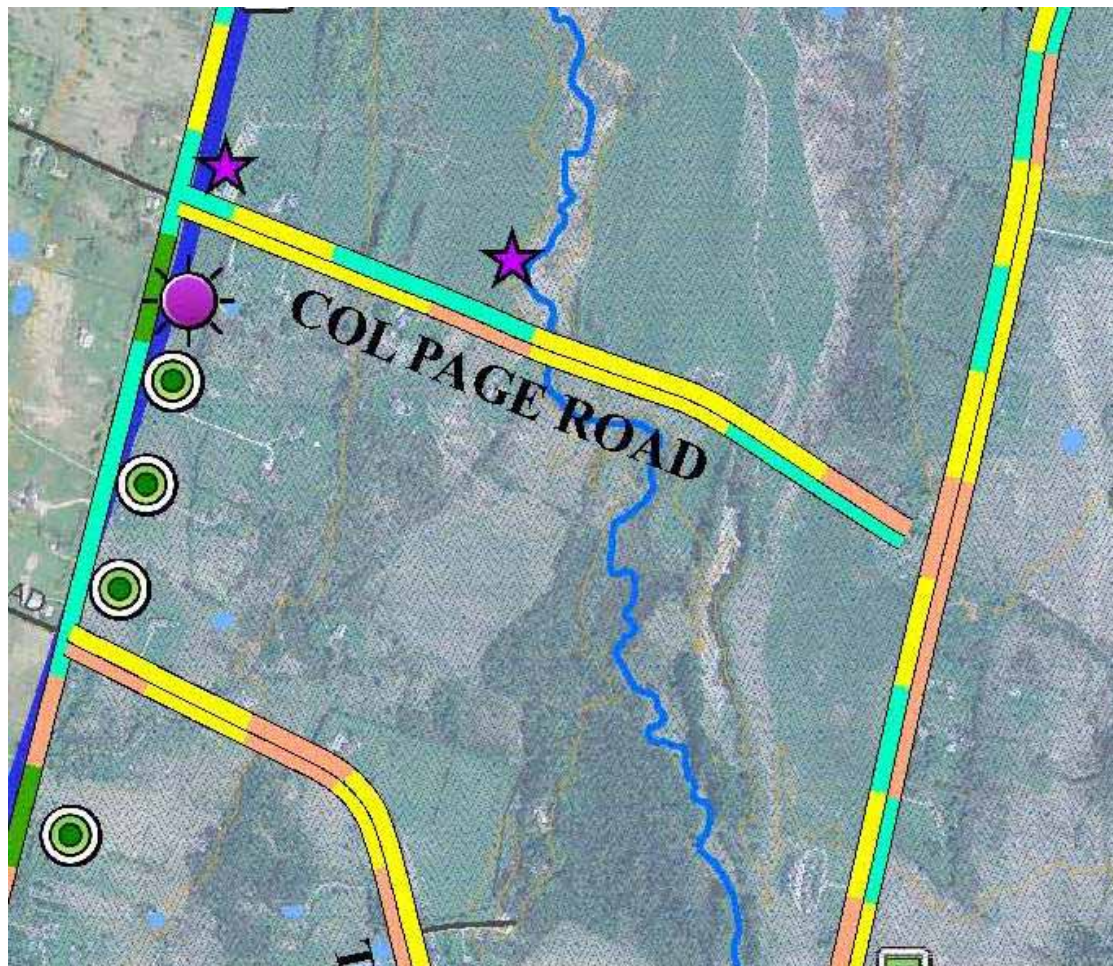
Consider similar planning tools on this road as were suggested for Chapin Road.

Large agricultural buildings such as barns can also be visual focal points.



Linear features like fence lines, hedgerows and tree lines that define the edges of fields and properties create a visually appealing land use pattern.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- ⬢ Scenic Resource Area



1:12,000

0 500 1,000 Feet

JERICHO ROAD (JR-01 TO JR-02)

Route 15, a state highway, is called Jericho Road from Essex Center to the Jericho town line. The views from this segment are spectacular – the type of view often used to represent and market the essence of Vermont. There are historic farmhouses, barns, open fields, wooded hillsides, stables and sweeping views of Mount Mansfield, Camel's Hump and the Green Mountains.

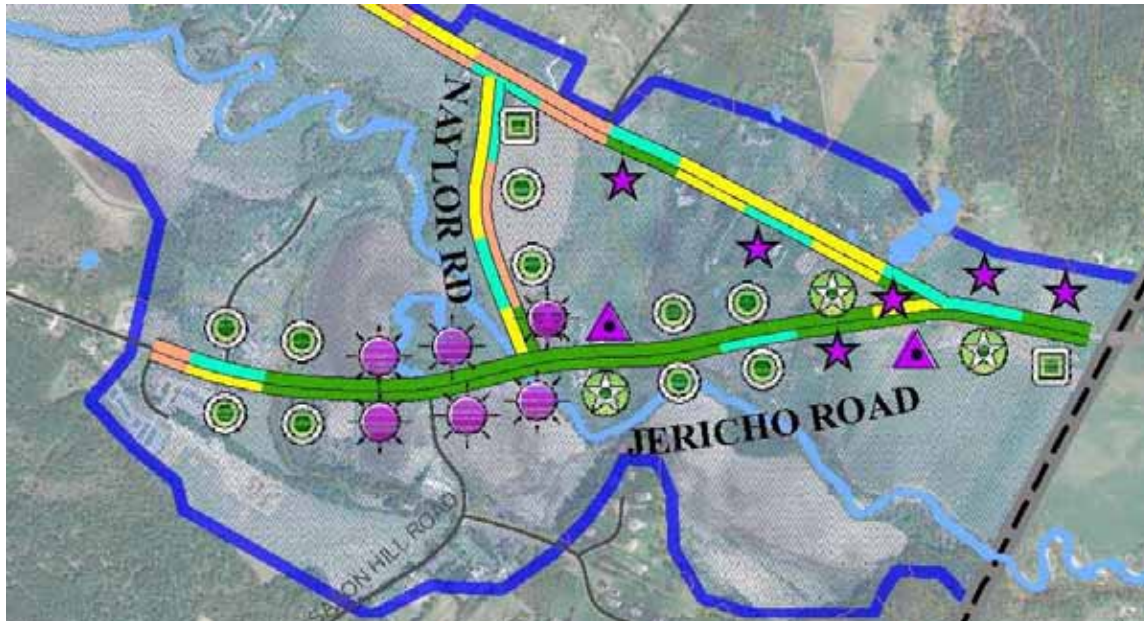
While a lot of development has occurred on other segments of this road, these segments of Jericho Road still have views of working landscape and sweeping views of Camel's Hump. Maintaining or enhancing these views can also help delineate the transition from traditional center to working landscape. Again, planning tools that thoughtfully place building envelopes, clustering homes around historic buildings or framing views with new development should be considered for this road.



Jericho Road has vistas that include many of Vermont's most iconic rural images.

Tucking a home into the trees works well here to avoid distraction from the viewshed.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area



1:12,000

0 500 1,000 Feet



NAYLOR ROAD (NY-01)

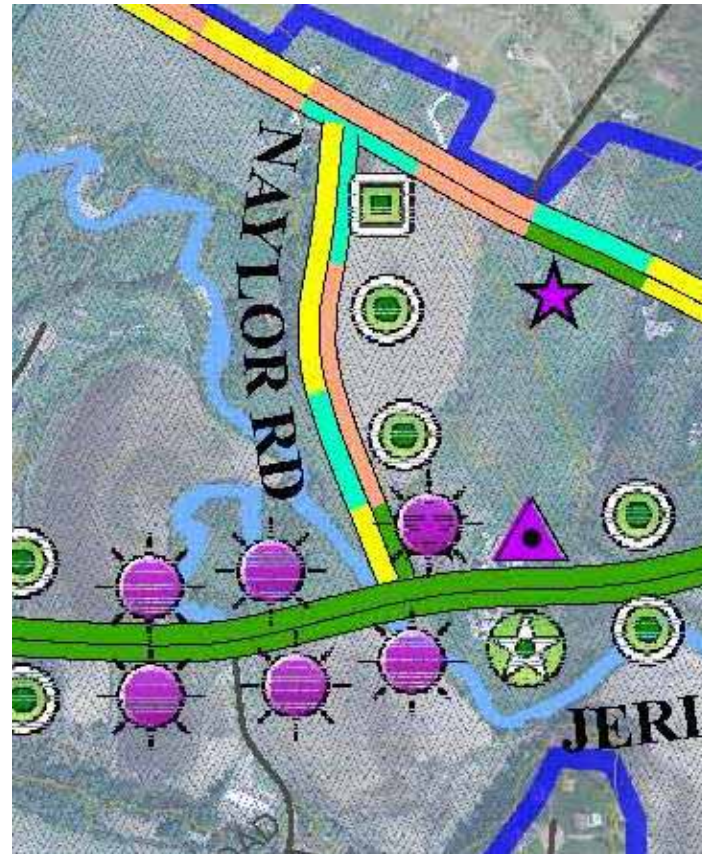
Naylor Road is a short north-south connector between Weed Road and Jericho Road with Green Meadow Farm with historic barn and silo and pastures at its southern end. The Browns River runs along the west side of the road. Newer vegetative growth is obscuring most views along the road .



Brush alongside the road can obscure vistas and at the same time create a more intimate roadscape. The contrast between sections of rural roads that are enclosed by mature vegetation and sections with wide open vistas over open land creates variety that is appealing to travelers.



Mt. Mansfield Scenic Roads Assessment Project Summary - Essex



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
- Scenic Resource Area



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OLD STAGE ROAD (OS-01 TO O-05)

Old Stage Road has a wide variety of land uses as it runs north from the Essex Shopping Center through dense suburban development, past the Essex Alliance Church and then opens up to farm fields and large tract suburban housing. There are partial Adirondack views to the west and wide open views across fields to the east and the Green Mountains. At the intersection with Colonel Page Road, Old Stage Road exhibits excellent examples of both traditional built and natural environments. Further north along the road, newer residences on large lots dominate. As the area becomes more rural again, new roadside growth and woods obscure Green Mountain views in all but one spot. At the Westford border, a large open yard has views to the foothills of the Green Mountains.

Old Stage Roads offers an opportunity to not only protect scenic resources as well as encourage development in and around existing nodes of development, like the Essex Shopping Center. This area, and other existing developed areas, could be an area to consider planning for new homes and perhaps apply for the state's Vermont Neighborhood program. In areas with views of the Green Mountains or open meadows, placement of buildings, clustering and access management should all be implemented.

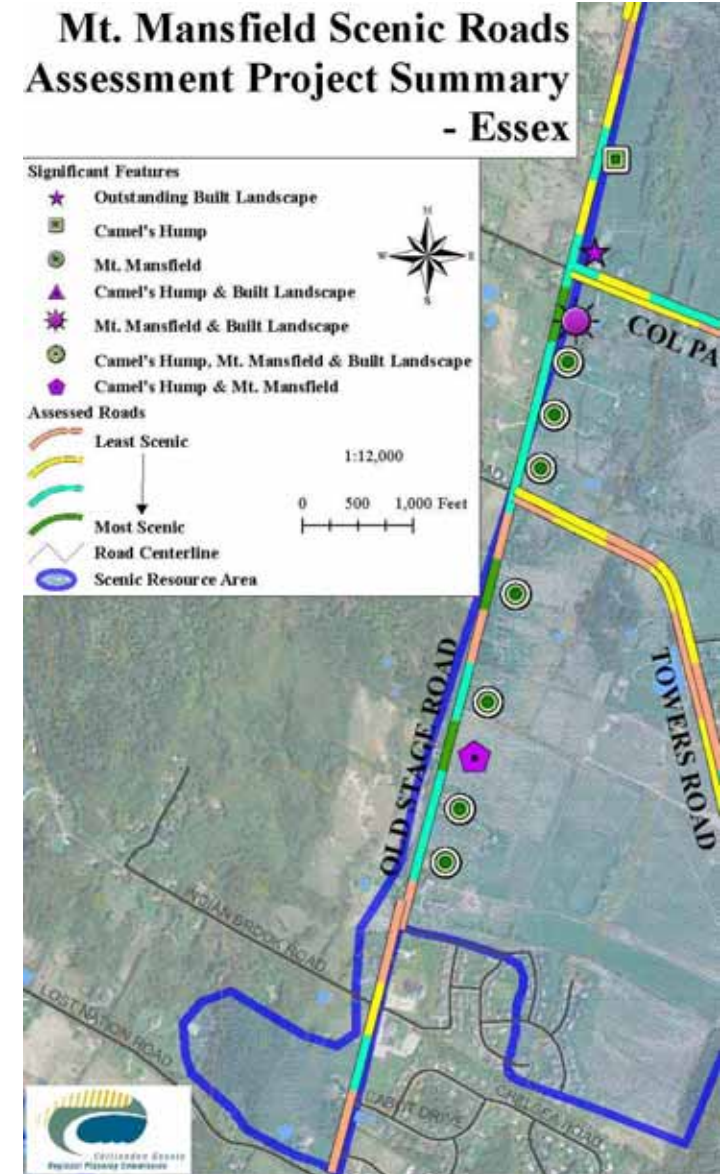


Placement of homes outside of the direct view and framing with elements such as stone walls can enhance the viewshed.





This driveway leads to a home tucked in the woods. Placement of houses outside the viewshed maintains the rural character.



PETTINGILL ROAD (PT-01)

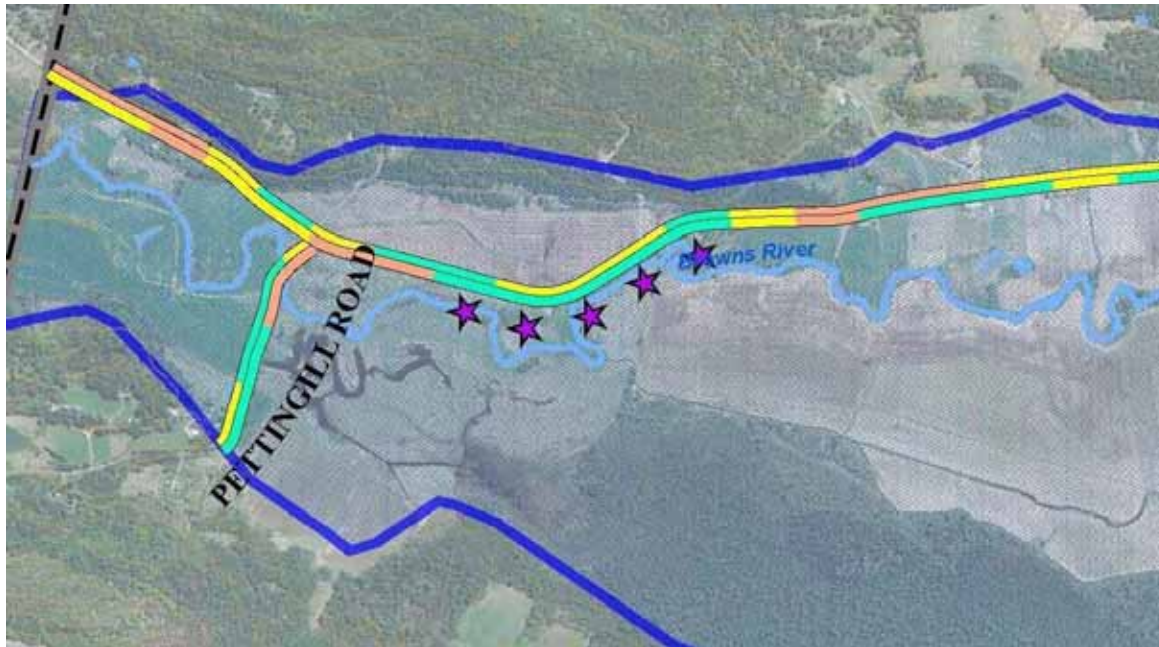
Pettingill Road is in the heart of the Browns River Valley, heading west through farm fields and floodplains from Browns River Road and then turning north to the Westford line. A small, single-lane bridge crosses the river that winds through the valley, which is bounded by foothills at either end of the road. No mountain views are found, but foothills and traditional farmlands of good depth and extent of view are visible from most locations.

While Pettingill Road does not have the sweeping views, it does have strong examples of traditional working landscape. Conservation developments might be considered as they can provide a balance between allowing development and maintaining agricultural lands. When a conservation development is being proposed adjacent to existing development, integration and coordination is important. Contiguous open space is beneficial for wildlife habitat and agricultural use, so to the greatest extent feasible any planned open space should abut adjoining open space (if any exists). A determination will need to be made as to whether the existing pattern of development is desirable and should be continued onto the adjoining property or whether an alternative pattern would better achieve the town's land use objectives.



Older trees and brush provide cover for many animals. By not carving up open tracks of land, wildlife habitat can also be preserved.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area



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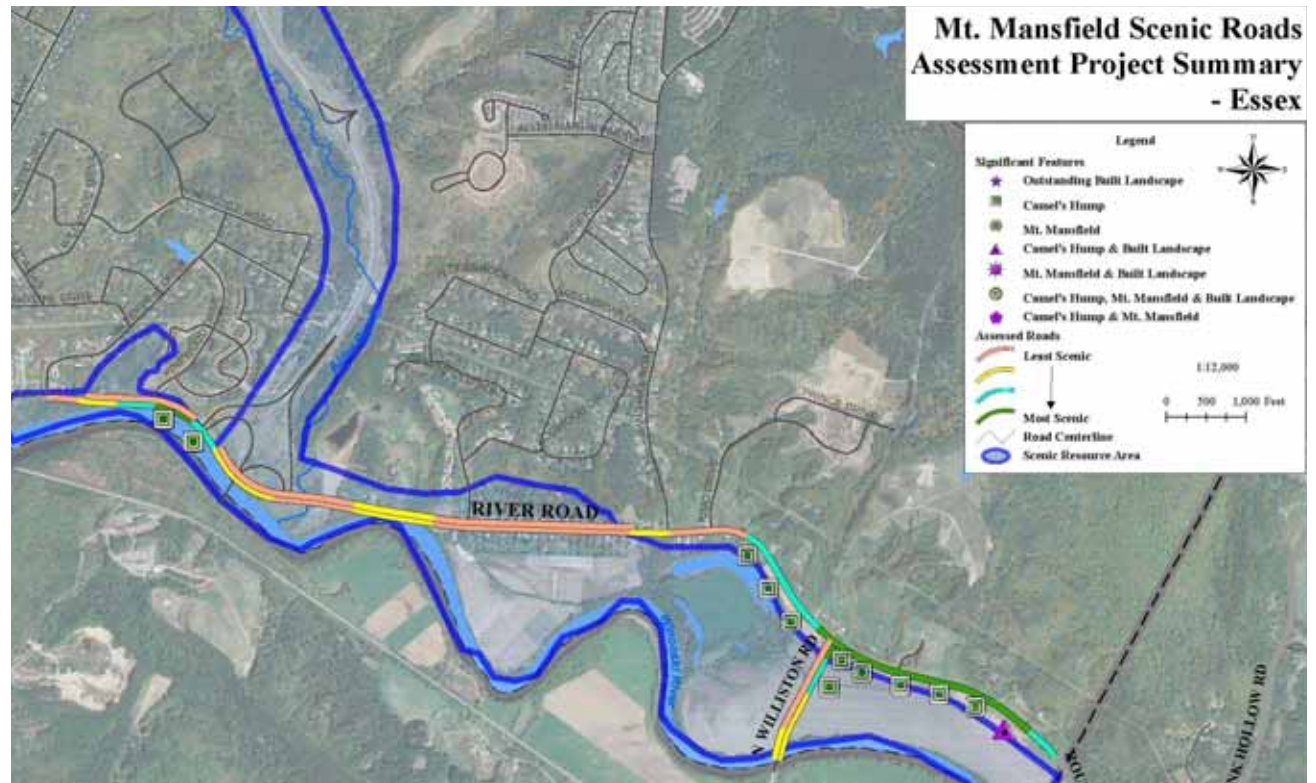


RIVER ROAD (RV-02 TO RV-03)

River Road, state Route 117, runs east from Essex Junction along the north side of the Winooski River on the town's southern boundary. Views are generally obscured by high riparian vegetation. The middle of the three segments is predominantly residential, with large yards and landscaping obscuring most views of the Green Mountains. The easternmost of the three segments, at North Williston Road, opens up to farm fields and river valley affording southeastern views of the Green Mountains including Camel's Hump.

Planning tools to consider on this road include scenic overlays that preserve views, conservation development, and access management. Ensuring updated riparian corridor and flood hazard protection are in place should also be considered given the presence of the Winooski River.



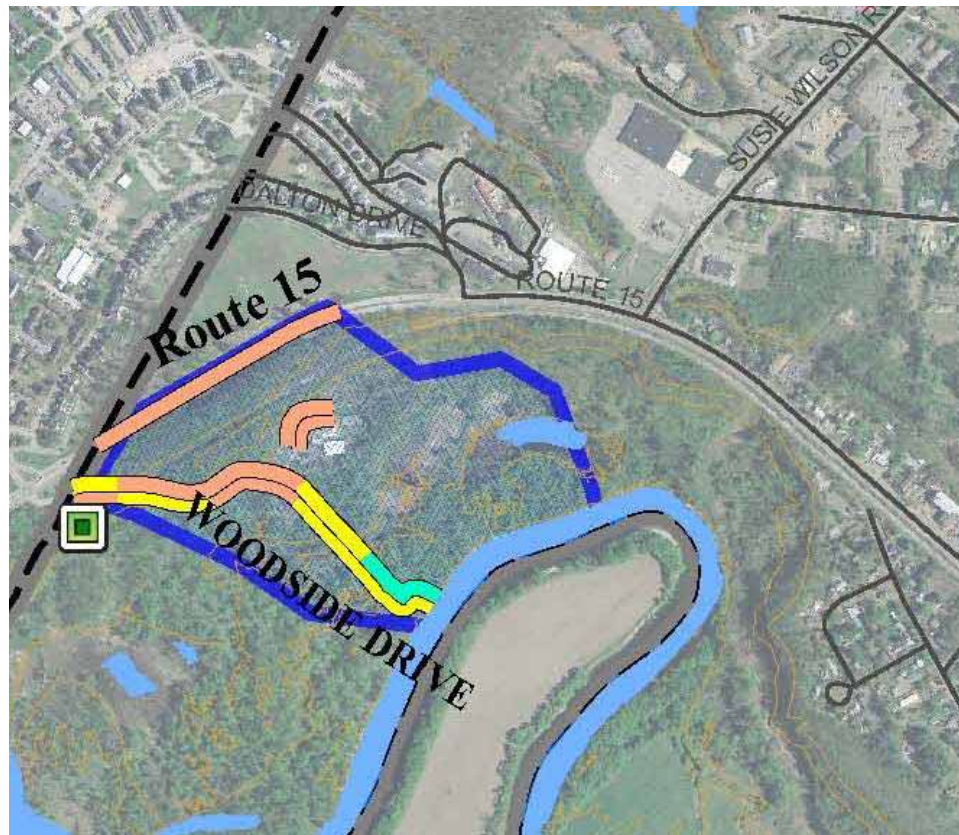


ROUTE 15 (RT-01)

This single segment is at the border with Colchester. Fort Ethan Allen is on the north side of the road and the land falls away on the south in steep slopes in the Winooski Valley Park District. Any views across the Winooski Valley are completely obscured by dense relatively young vegetation.

Maintaining vegetative screens should be considered as new development occurs along this segment. The maintenance of roadside vegetation itself can create a scenic resource, particularly as the trees mature and create a frame along and above the road. In this setting, development should be set back with clearing limited to the minimum required for access.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area



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0 500 1,000 Feet



TOWERS ROAD (TW-01 TO TW-02)

Towers Road runs from Old Stage Road to Essex Center. The two segments assessed are on the western end of the road from Chapin Road west to Old Stage Road. Open fields offer expansive views, including traditional agricultural lands backed by wooded foothills. At the east end of the road, a newer housing development of larger homes on $\frac{1}{4}$ - to 1-acre lots can be seen along the northeastern slopes. Though there are expanses of Green Mountains visible to the east, Mount Mansfield cannot be seen at all and Camel's Hump may only be glimpsed at two points along the road.

Similar planning techniques should be considered to maintain the rural landscape and any key views. Ensuring landscaping and buildings distinguish between the more developed Essex Center and rural lands will be key to maintaining the change from center to rural land uses.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area

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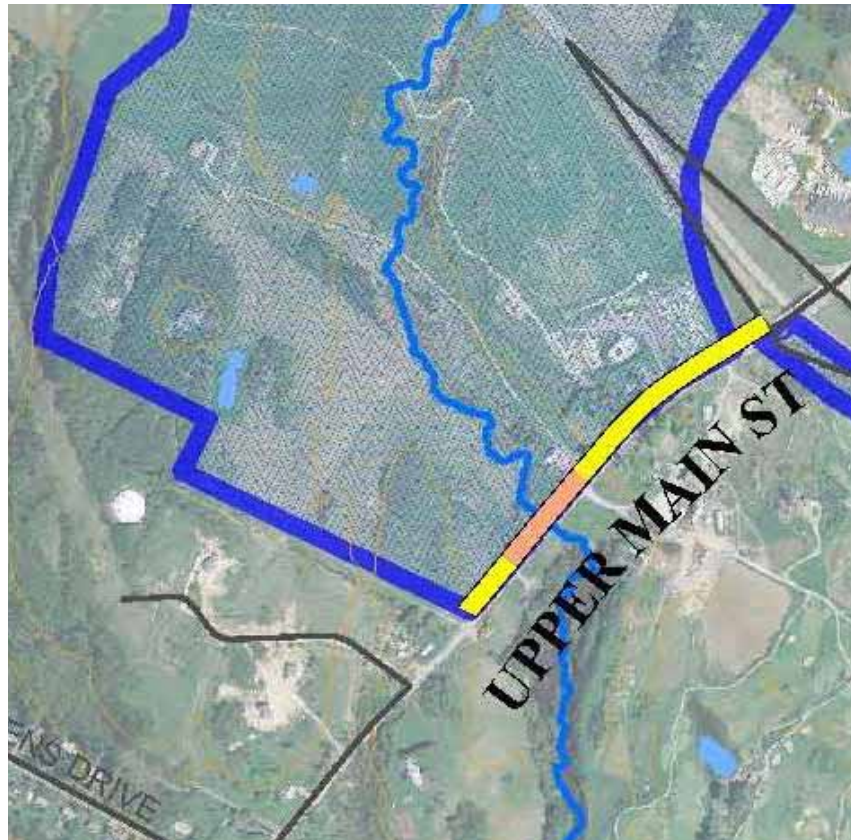
UPPER MAIN STREET (UP-01)

This single segment is just south of the entrance ramps to I-289 at Lang Farm. On one side of the road is Lang Farm Nursery and on the other, the Essex Family Fun Center. Even though this segment is bounded by a highway overpass and shopping center to the north and the entrance to Essex Junction to the south, the area offers views of traditional built and agricultural lands to the east, including the farmhouse, silo and outbuildings of Lang Farm.

Integrating new development in a “farmstead cluster” that mimics a rural pattern and utilizes existing historic buildings should be considered if a project is proposed in this area.



Mt. Mansfield Scenic Roads Assessment Project Summary - Essex



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
- Scenic Resource Area



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WEED ROAD (WD-01 TO WD-02)

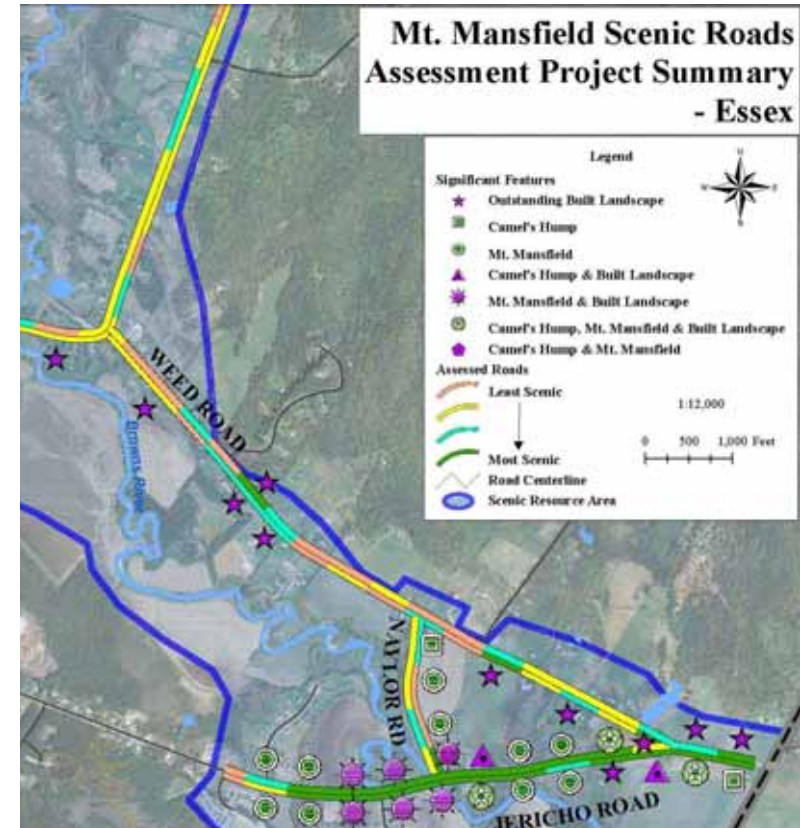
Weed Road is the northern leg of a triangle with Jericho Road (Route 15) to the south and Browns River Road (Route 128) to the west. As with both of these other roads, the area around Weed Road was historically farm country and is still home to several small farms. However, the road is now primarily bordered by large new homes on large lots. The best extent and depth of view is found at the eastern end of the road where it intersects with Jericho Road just west of Whitcomb Farm.

Landscaping features and architectural choices will be important to maintaining rural character as new development occurs on Weed Road.



Weed road has striking contrasts between scenic old barns, sugar shacks, mountain views and new houses built in a strip along the road, breaking up the land and the scenic landscape.





NORTH WILLISTON ROAD (WL-01)

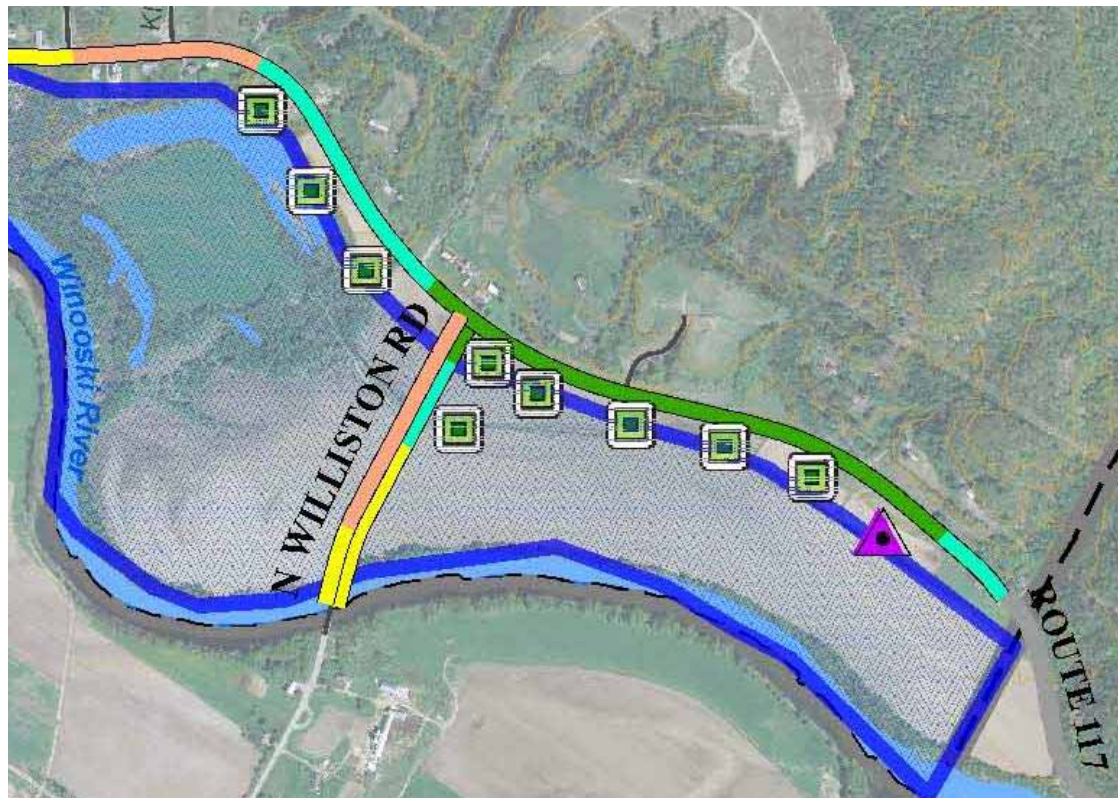
North Williston Road runs south from River Road (Route 117) into Williston across the Winooski River valley. At the intersection with River Road, Camel's Hump can be seen across cornfields within the River's floodplain. Large traditional farms bookmark the segment.

Planning tools to consider on this road include scenic overlays that preserve views, conservation development, and access management. Ensuring updated riparian corridor and flood hazard protection are in place should also be considered given the presence of the Winooski River.



Buildings tucked into the tree line can allow for development, promote the continued use of the agricultural fields, and maintain these spectacular views.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area



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WOODSIDE ROAD (WO-01)

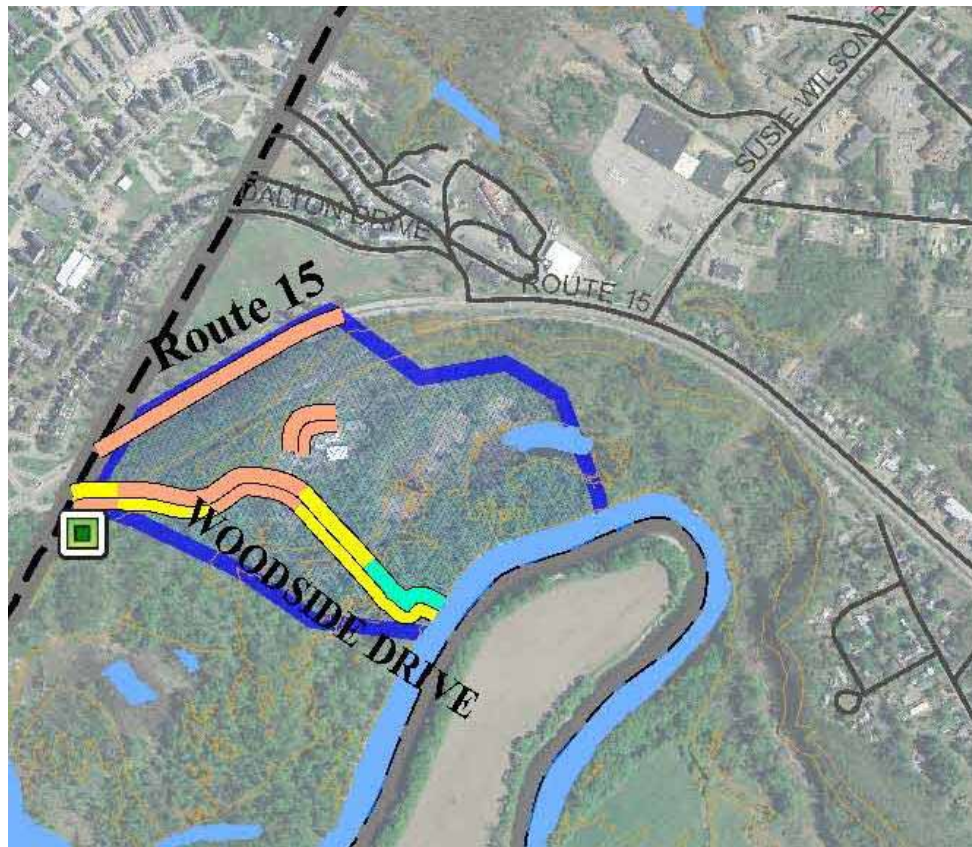
Woodside Road runs down the hill toward the Winooski River from Route 15 at Fort Ethan Allen and ends at the Woodside Juvenile Detention Center. Wetlands and woodlands border the road on either side and limit the extent and depth of views.

Like Weed Road, the town should consider the landscaping features necessary to maintaining rural character as new development occurs on Woodside Road.



Assets such as this hiking trail off of Woodside Road are important parts of the landscape.





Mt. Mansfield Scenic Roads Assessment Project Summary - Essex

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
- Scenic Resource Area



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OVERALL ASSESSMENT

The Town of Essex offers spectacular views in many parts of the town despite being the second most populous municipal entity in the state and host to its largest employer. However, those views have already been impacted by development, and this assessment reflects a continual fraying of the town's scenic roadsides. The primary causes of that degradation are residential construction and the loss of open agricultural lands to development or obstruction of views by the re-growth of woody vegetation.

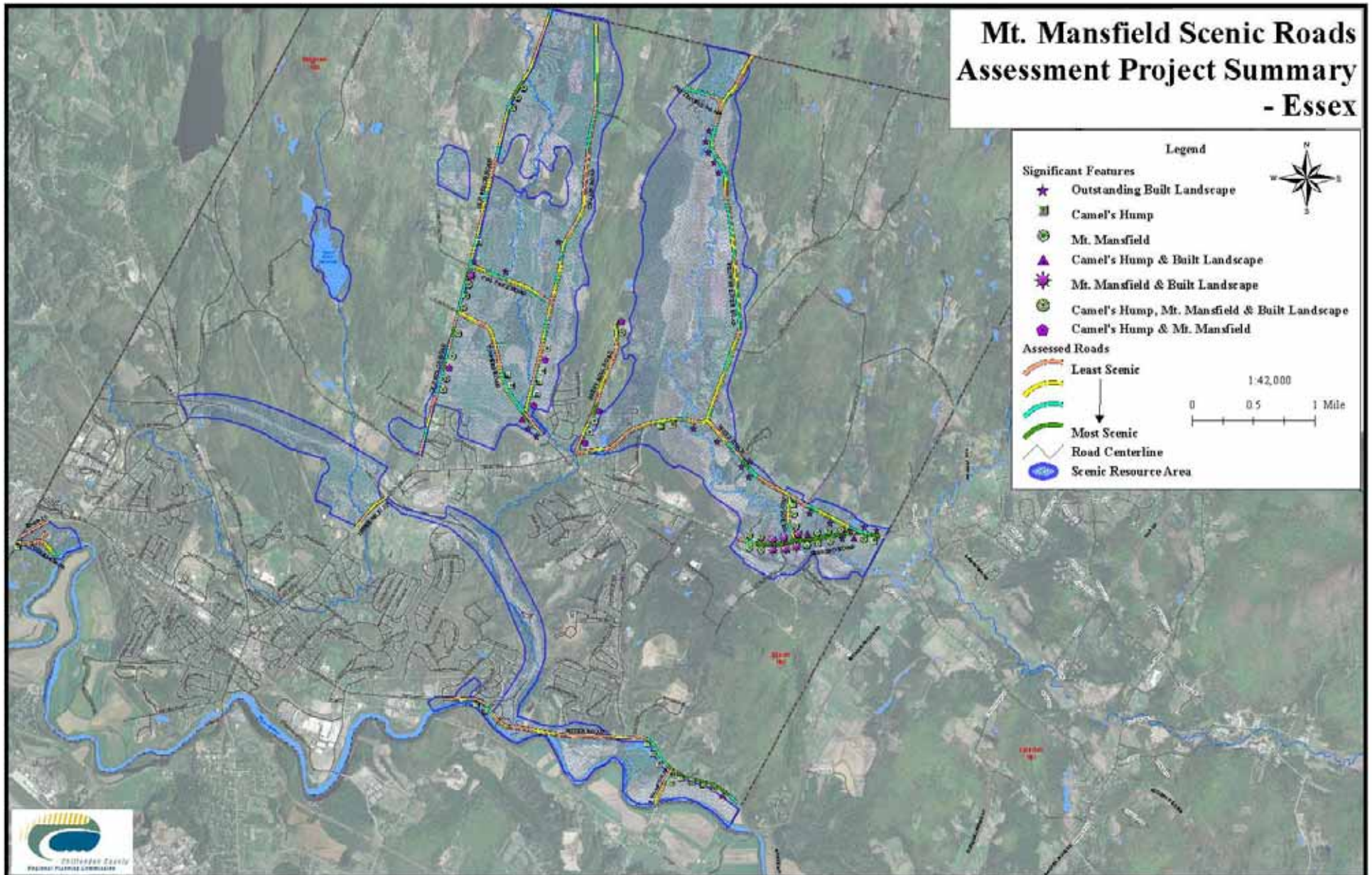
Two types of residential development have impacted the iconic views of the town. Clusters of newer development, such as is bounded by Chapin Road, Tower Road and Bixby Hill Road, may seem a more dramatic incursion than large, single home parcels along country roads, but both are detrimental to protecting scenic resources.

First, and most obviously, large, newly-constructed homes on large lots obliterate scenic lands at that site. Second, the homes and outbuildings such as large garages and sheds may be sited to block views or may be built high enough to do so. Third, the spread of such homes along a rural roadside breaks up large tracts of agricultural lands, rendering farming all but impossible. As a result, the land lies fallow and is reclaimed as young forest that obstructs views from the roadways. This last effect was visible at many of the assessed locations.

Vermont was nearly all forested before European colonization, and the amount of forest cover has varied over the centuries depending on the agricultural practices of a given era. When sheep farming predominated in the early 1800s, the state was 75 percent deforested. As dairy operations rose in prominence, the vast tracts of feed crops required a significant portion of lowlands, keeping those lands open. This is the traditional landscape associated with Vermont, farm fields opening to foothills and Green Mountains. But as those dairy farms vanish, the farms replacing them have much smaller footprints requiring much less open land.

These trends show no signs of abating, and all are converging to rob Essex and towns like it of the sweeping views long associated with Vermont. As a result, there are three main categories of scenic roadscapes assessed that face the greatest threat: (1) roads at the margin of existing suburban development like Old Stage Road, and Bixby Hill Road; (2) highway corridors like Jericho Road where new commercial and residential construction may obscure views; and (3) roads through farm valleys like Browns River Road and River Road where a linear pattern of single-family homes on large lots may disrupt historically open lands not just by the buildings on the site, but by aiding in the parcelization of surrounding farm land, and eventually to the devolution to brush and forest growth.

Mt. Mansfield Scenic Roads Assessment Project Summary - Essex



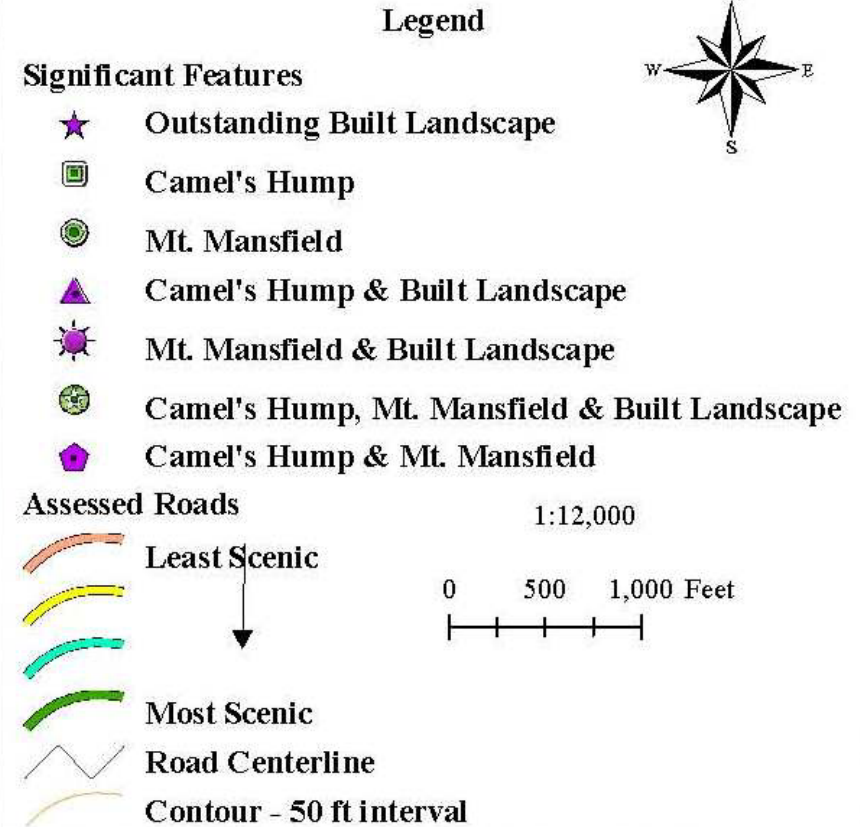
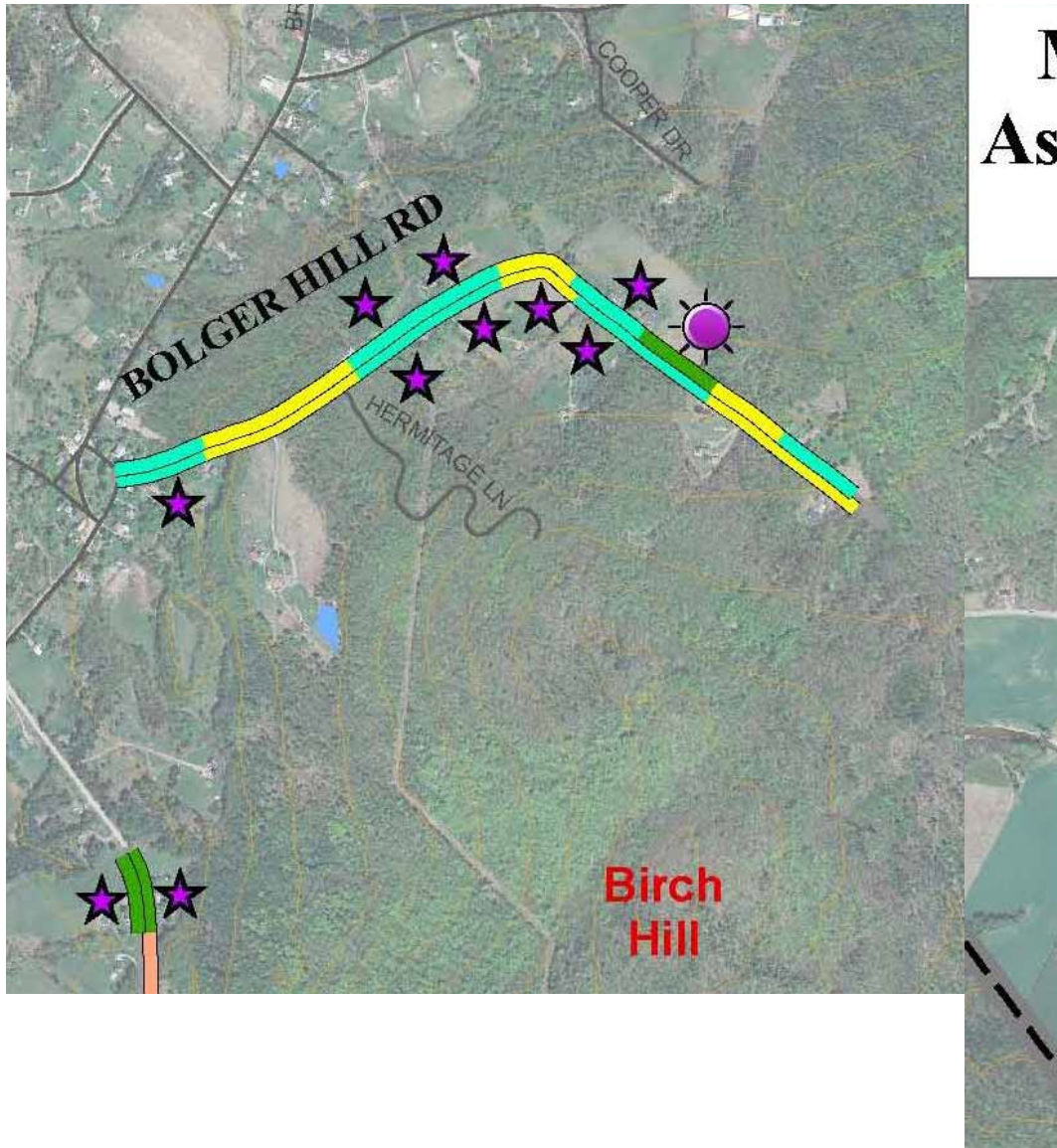
JERICHO ROADS

Only 13 of Jericho's 34 road segments were assessed in 2009, on seven roads.

BOLGER HILL ROAD

Bolger Hill Road is a dead end road that runs uphill east from Jericho Center. Largely forested at the incline rising out of the Jericho Center Village, Bolger Hill Road opens to large open lawns with large homes in the middle of the segment. There are very limited views of Mount Mansfield in that area and no views of Camel's Hump.

Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



BROWNS TRACE (BT-02)

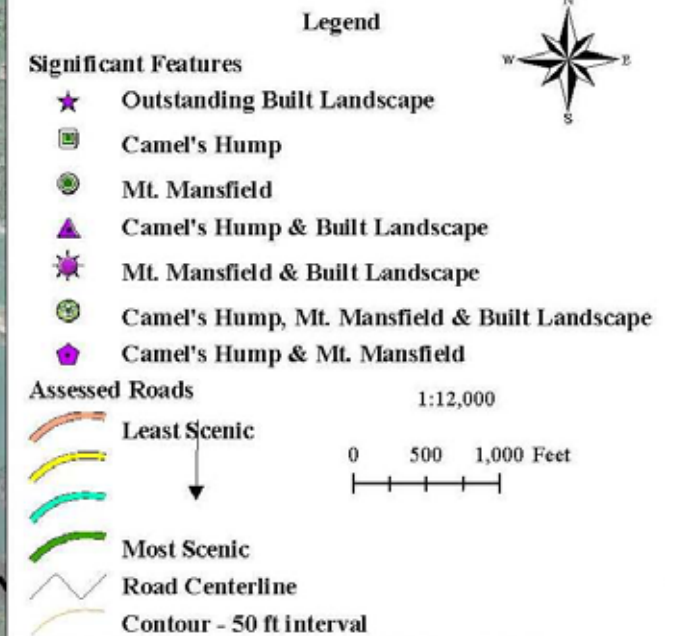
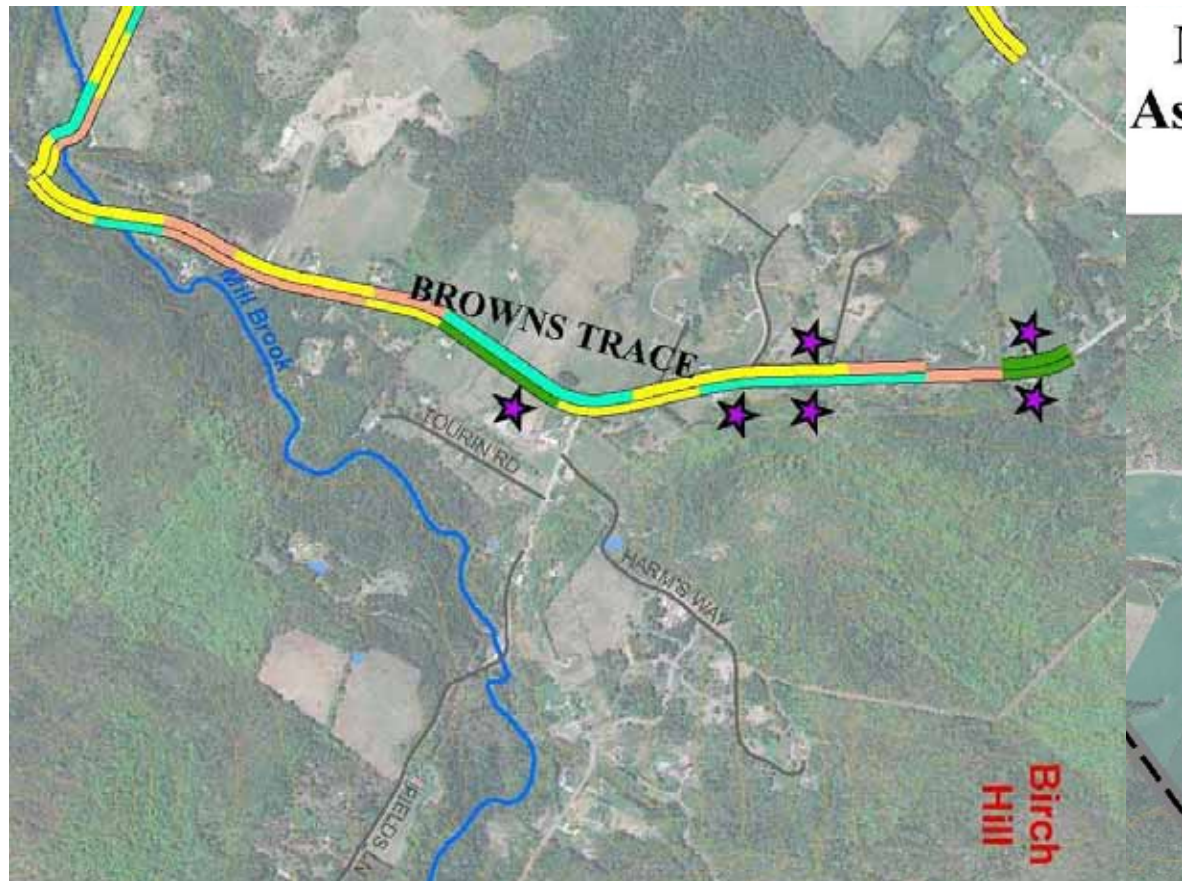
There are three segments mapped for Browns Trace and only two were assessed in 2009. The southernmost segment from the Richmond border to the Jericho Highway Department was not assessed. From that point north to just shy of Barber Farm Road, the road opens from forested hills with homes screened from the road to open fields with larger modern homes on large lots and a traditional farm at Nashville Road. From that point north, larger homes on larger lots once again predominates with some traditional farm, field and forest interspersed. Along the way there are views of the Adirondacks to the west, but no views of the Green Mountains as the foothills rise just east of the road. At the most northern two assessment points, a large traditional farm, currently owned by the Underhill-Jericho Fire Department, offers 360-degree views of a classic agricultural landscape.

The scenic resources on this road are less about views of dramatic mountain peaks and more about a traditional working landscape. Open meadows, farm fields, and barns are the key scenic resources in this area. When siting homes on these lots, locating building envelopes along the tree lines or clustering buildings should be considered to maintain these resources. Conservation subdivisions might also be something to consider as they can provide a balance between allowing development and maintaining agricultural lands. If the Town elects to utilize conservation subdivision, it is important that development of adjoining properties is coordinated and integrated to ensure protection of the overall landscape pattern. Contiguous open space is beneficial for wildlife habitat and agricultural use, so to the greatest extent feasible any planned open space should abut adjoining open space (if any exists). A determination will need to be made as to whether the existing pattern of development is desirable and should be continued onto the adjoining property or whether an alternative pattern would better achieve the town's land use objectives.



Notice how the homes at the right of the picture, tucked at the base of the hill, don't disrupt the scenic view of the hills and fields.

Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



FITZSIMONDS ROAD (FZ-01 TO FZ-02)

Fitzsimonds Road runs west from Browns Trace and turns north toward Barber Farm Road. Mill Brook runs across the road just west of Browns Trace, where the road is narrow and winding. The road opens up to where it turns north at the Mobb's farm trail access area, and becomes predominantly residential, with single-family homes on large lots. At the northern end of the road the landscape returns to a traditional agricultural landscape. There are no mountain views along this gravel road nestled in the foothills with the exception of glimpses of the Adirondacks.

The town should work with those wishing to develop this area and ensure that the rural character of the area remain intact. Vegetation along the roadway, open meadows and dirt roads all contribute to this character and should be maintained as the land uses in the area evolve.



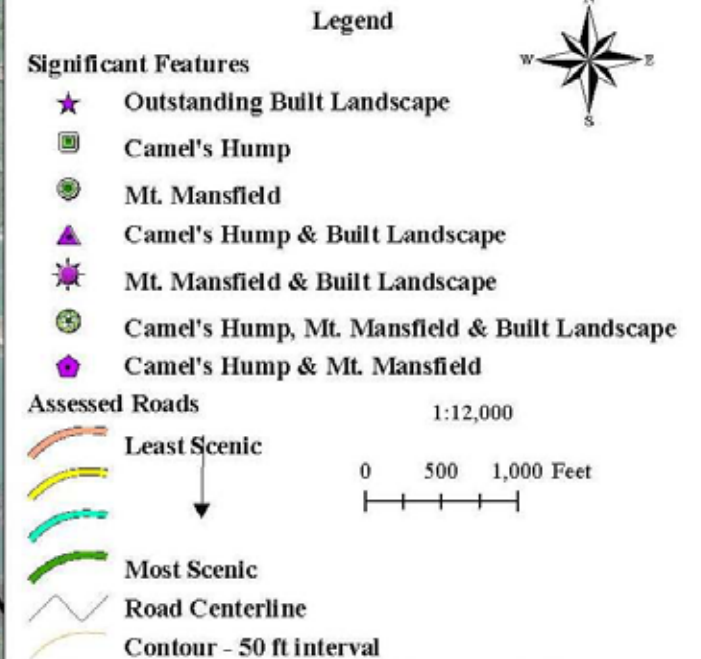
Open farmland leads to views of the mountains. Conservation subdivisions or careful placement of building lots should be considered if this farm is developed. This way, farmland remains available and views can be preserved.



Preserving the rural character of this area is important. Winding, narrow roads that pass hay bales, barns and fences, are iconic images of Vermont.



Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



NASHVILLE ROAD (NV-03 TO NV-04)

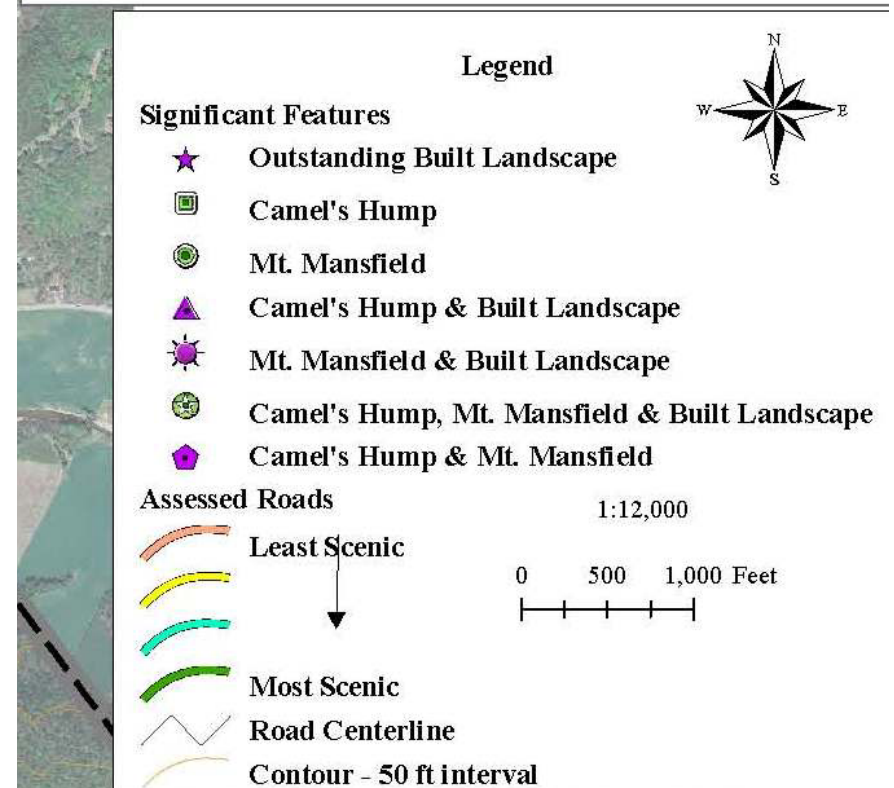
Two of the four Nashville Road segments remain to be assessed. Nashville Road runs east toward the border with Bolton, opening up near the intersection with Leary Road into a broad valley with large fields and farms and spectacular views of the Green Mountains. Open fields are found along the far east portion after the road cross a large wetland area and Mill Brook. Camel's Hump can be seen but there are no views of Mount Mansfield. Traveling across the valley to the east, a few single-family homes are interspersed with large classic farms. As the road approaches the Bolton line, it narrows and enters foothills.

The scenic resources on this road are more a combination of a traditional agricultural landscape and open views to the mountains. Open meadows, farm fields, and barns are the key scenic resources in this area as well as select Camel's Hump vistas. When siting homes on these lots, locating building envelopes along the tree lines or clustering buildings should be considered to maintain these resources. In this type of rural setting, new buildings that are designed in vernacular New England styles will fit more harmoniously into the landscape than buildings that are designed in post-WWII and modern styles. Additionally, finding alternatives uses for agricultural buildings can provide opportunities for development while preserving the rural heritage and scenic value these buildings are contributing to.





Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



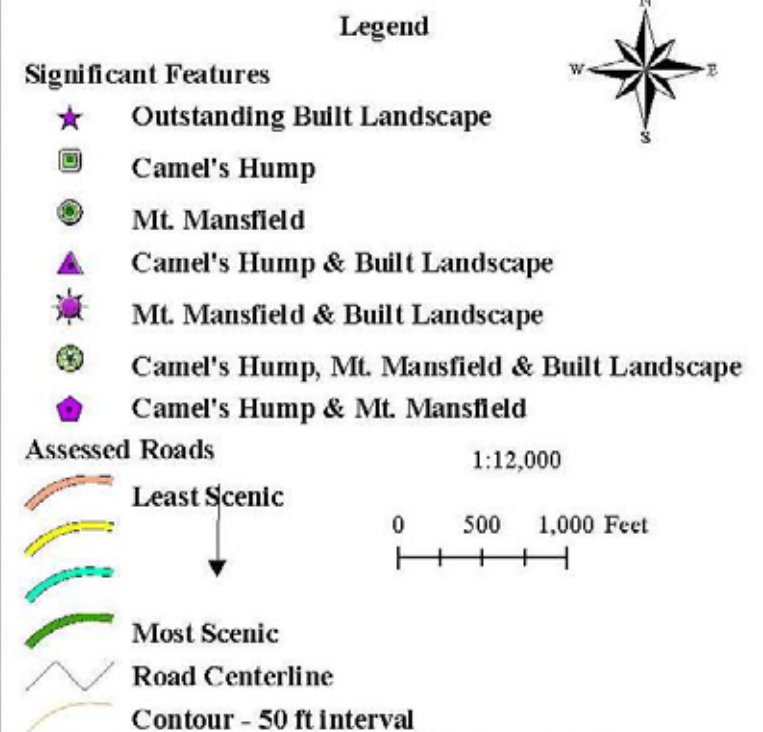
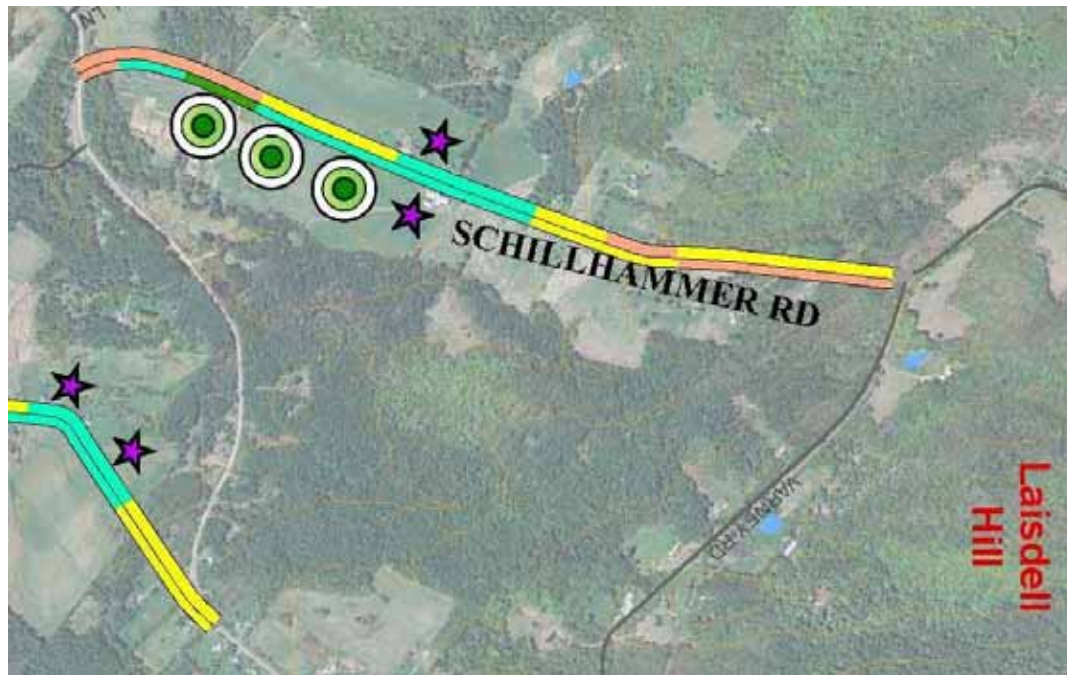
SCHILLHAMMER ROAD (SC-01 TO SC-02)

Schillhammer Road runs north through a lovely farm valley. At its southern end, the intersection with Barber Farm Road, Mount Mansfield can be seen over Arcana Farm. Open fields, working farms and scattered woods are found north along this road, with dense vegetation often closing in along roadsides and obscuring views. The northern segment of the road ending at Varney Road is entirely wooded with no views and no built features except power lines.

Like Browns Trace, the scenic resources on this road are less about views of dramatic mountain peaks and more about a traditional working landscape. Open meadows, farm fields, and barns are the key scenic resources in this area. When siting homes on these lots, locating building envelopes along the tree lines or clustering buildings should be considered to maintain these resources. Conservation subdivisions might also be something to consider as they can provide a balance between allowing development and maintaining agricultural lands. The town should ensure that if they decide to utilize conservation development, if adjoining properties are development, integration and coordination is important. Maintaining wooded tree lines as development occurs should also be considered to maintain the character of this area.



Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho



SKUNK HOLLOW ROAD (SK-01 TO SK-03)

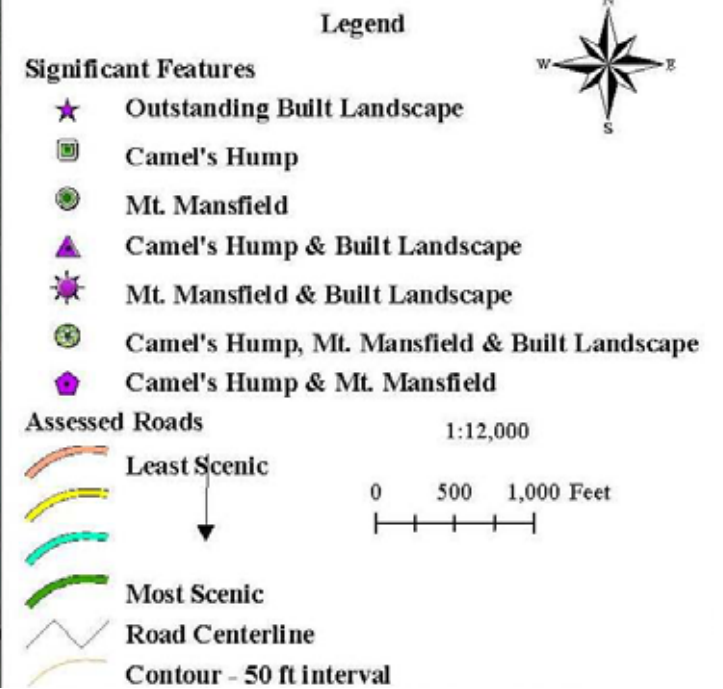
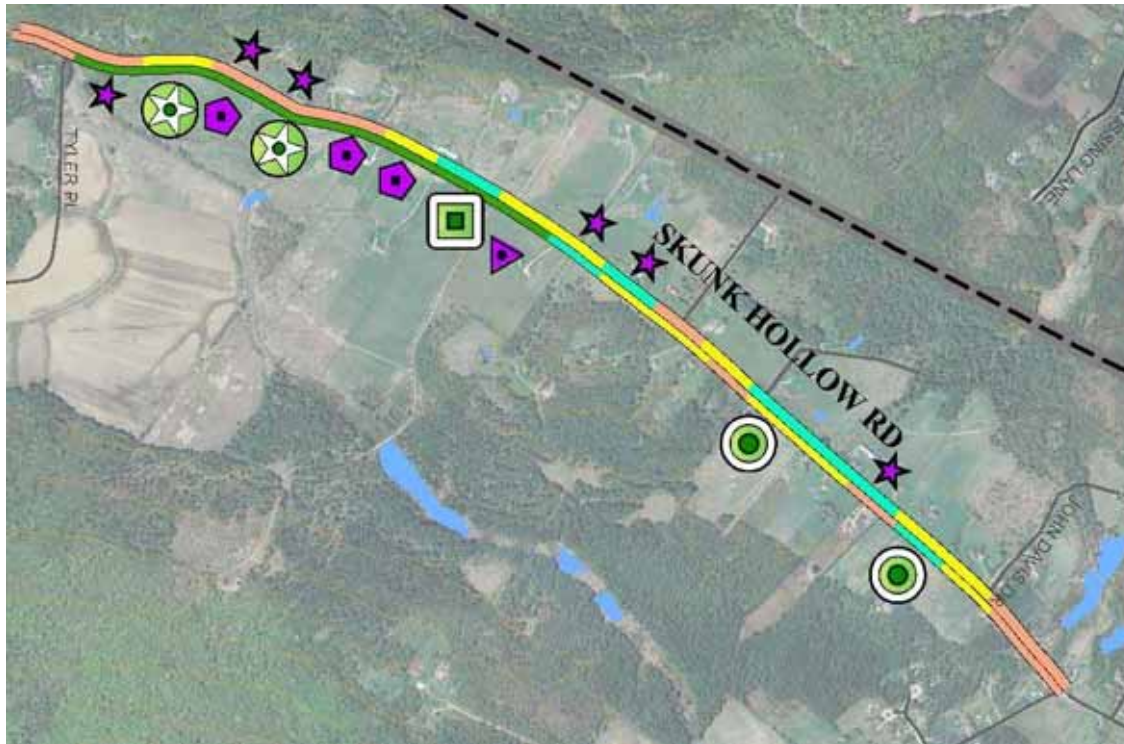
Skunk Hollow Road was assessed from River Road (Route 117) to the intersection with Plains Road. Skunk Hollow runs north from the Winooski River valley just east of the Essex town line. It rises through a narrow forested hollow, where traditional small homes are scattered throughout. One new residential development on the west side of the road is shielded by vegetation. As the road levels out, it opens up to farms, fields and newer homes on large lots. This pattern persists from Tyler Lane to Plains Road. The scattered residential development, which increases in density from south to north, detracts from but does not obscure views to the east of the Green Mountains including Mount Mansfield and Camel's Hump.

Maintaining the remaining views to Mount Mansfield and Camel's Hump should be considered a priority on this road.



Positioning homes below the tree line and using building materials that blend with the surroundings are two ways to preserve the scenic viewshed.

Mt. Mansfield Scenic Roads Assessment Project Summary - Jericho

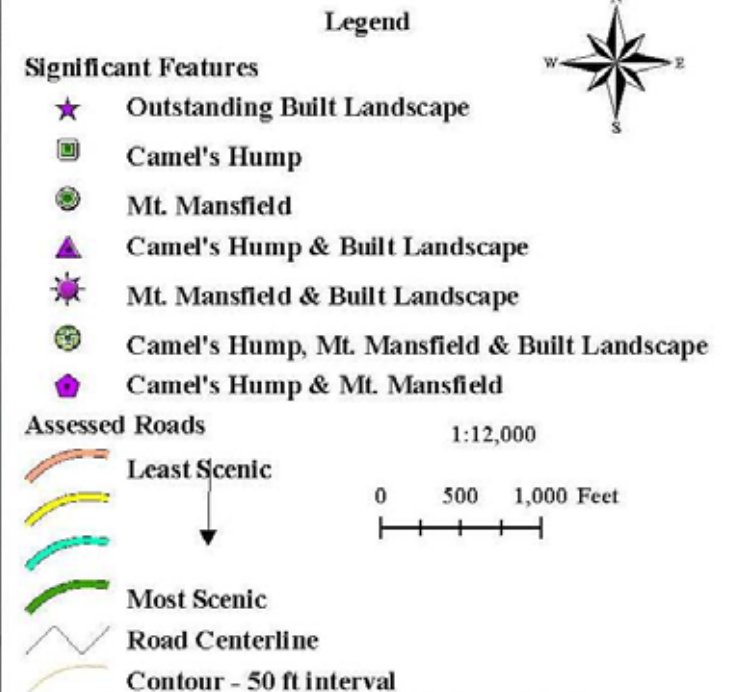
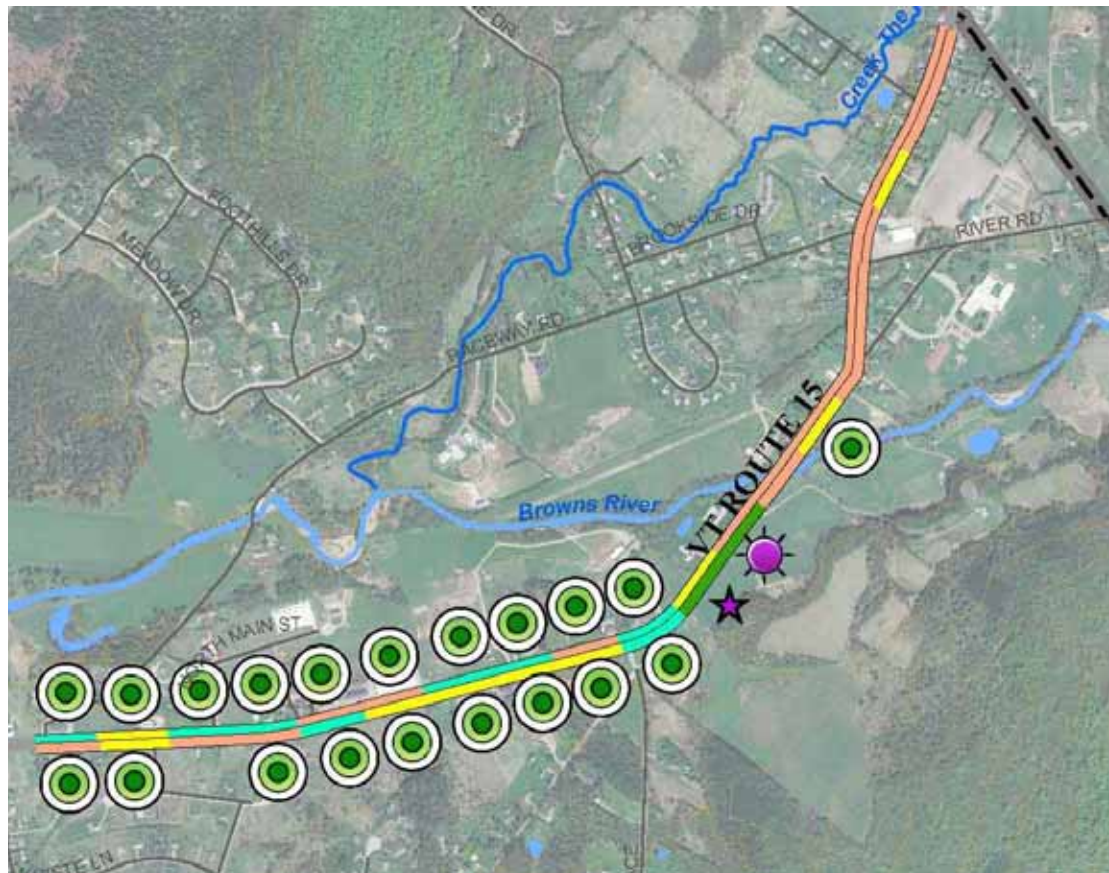


VERMONT ROUTE 15

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



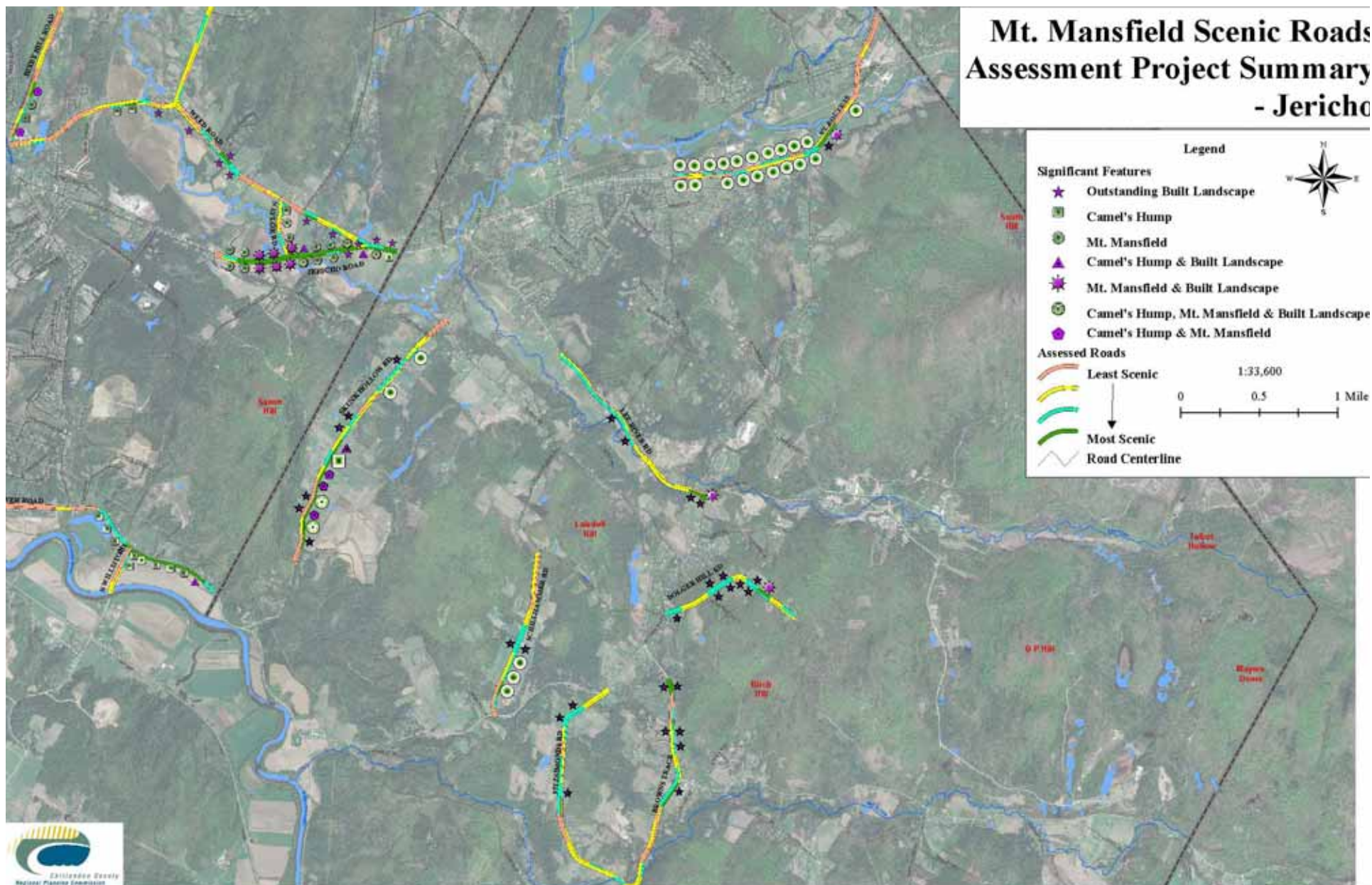
OVERALL ASSESSMENT

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



VIEWS TO THE MOUNTAIN: A SCENIC PROTECTION MANUAL

PART 3 – DESIGN GUIDELINES

INTRODUCTION

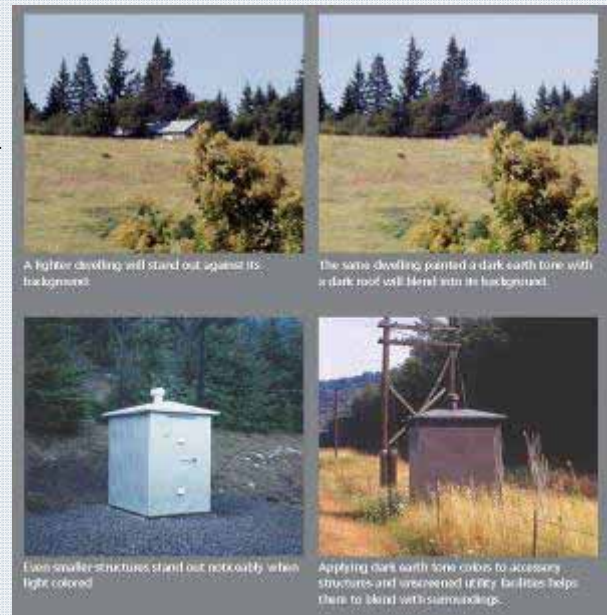
New development along scenic roads in Jericho and Essex can be accommodated without sacrificing world-class views if that development is planned and implemented according to design guidelines that properly place development into the local context. As much as a barn would look out of place in a neighborhood 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 set-



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

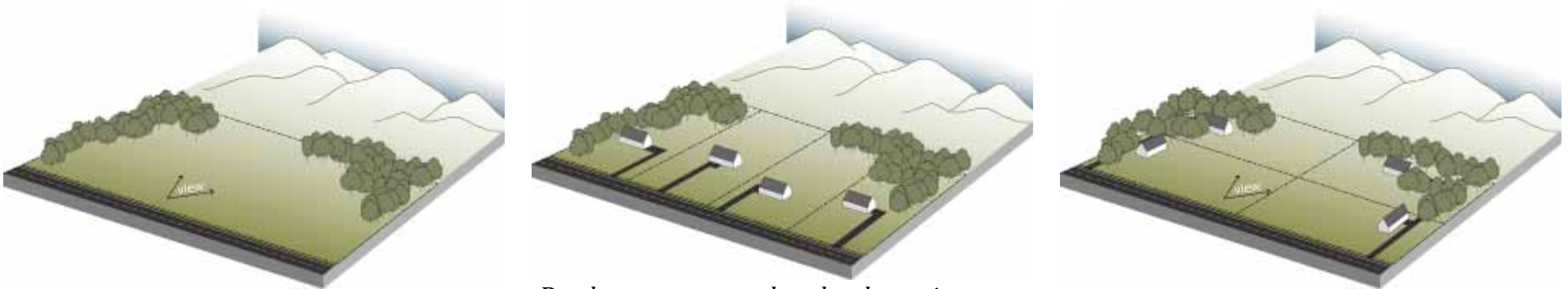
Before a larger development is laid out, it is important to first evaluate the site itself:

- ★ 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 detracting 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

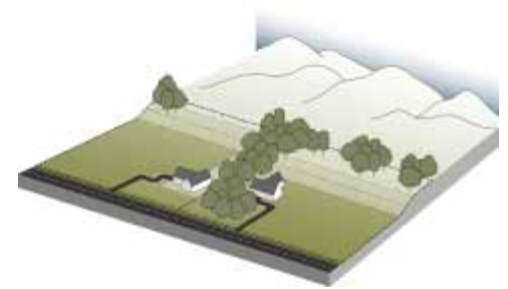
A building envelope is the designated space on a parcel of land within which buildings may be built. In addition to reflecting setbacks, height limits, easements, site access, parking and other limitations on building placement, building envelopes can be used to specify the best locations to accommodate 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.

Depending on the view – whether large sweeping views with open meadows, or historical rural pattern or clear views to Mount Mansfield or Camels 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.

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 right 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.

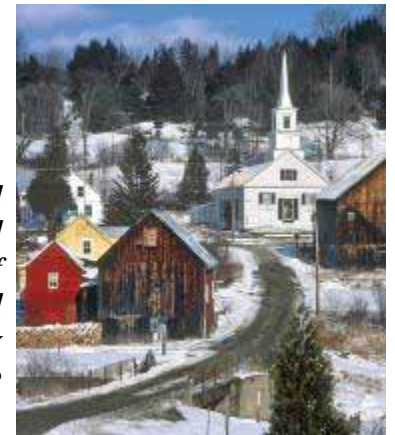
Fig. 3-68.1



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.

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.



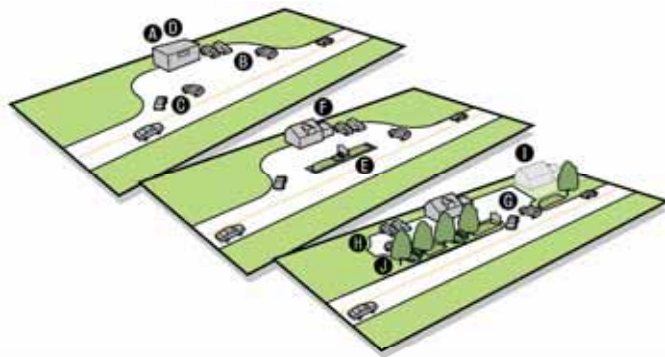
DRIVEWAYS AND PARKING

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, and 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 & 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

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.

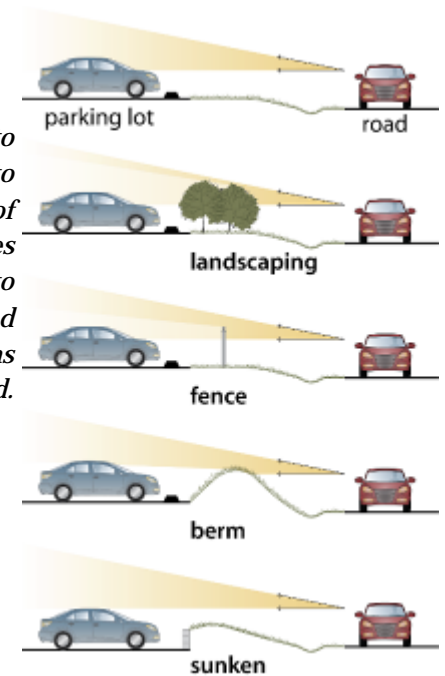


Fig. 3-69.3



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 AND FENCING

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.

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.

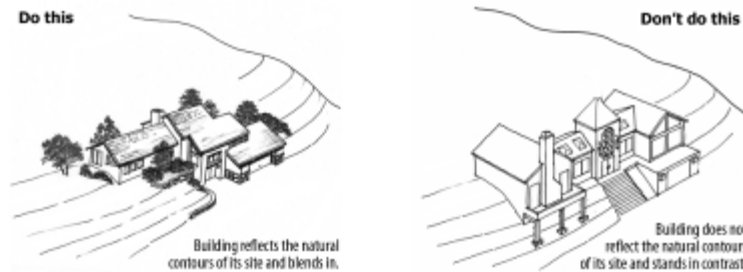


Fig. 3-70.1



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.



Fig. 3-70.2

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

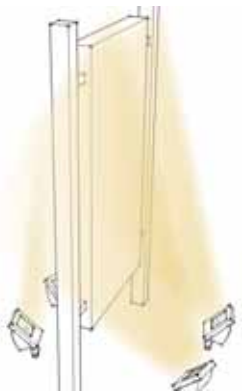


Fig. 3-71.1

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.



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

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 uplight 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

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



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.

Fig. 3-73.3



Fig. 3-73.2



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



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 archi-

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.

tectural style. The roof mass and how it is articulated into different shapes also contributes to the character of a building.

MASS

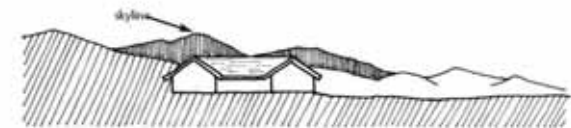
Building mass should also be taken into consideration. The structure and orientation of a building can significantly affect how a viewer perceives the building's size. To reduce building mass along scenic roadsides, in addition to setbacks and screening, buildings should be oriented so that the gable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



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

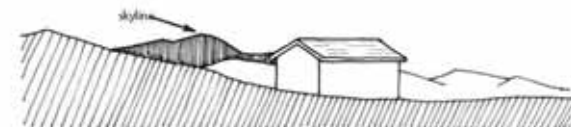
Fig. 3-74.2

Proposal Remains Below the Skyline



The site selection and design of this structure keep the roofline below the skyline, allowing it to blend with the backdrop created by the hillside behind it.

Proposal Breaks the Skyline



The structure stands out much more clearly against the skyline because the roofline breaks the skyline rather than blending into the hillside behind it.

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 done over time, can allow for large commercial spaces while retaining the



Fig. 3-75.1

Fig. 3-75.2

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

appropriate exterior appearance. Varied floor levels, roof patterns, architectural de-

tails, window sizes and patterns, and façade finishes should be encouraged for large buildings to create the appearance of several smaller buildings.



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.

Smaller roof components

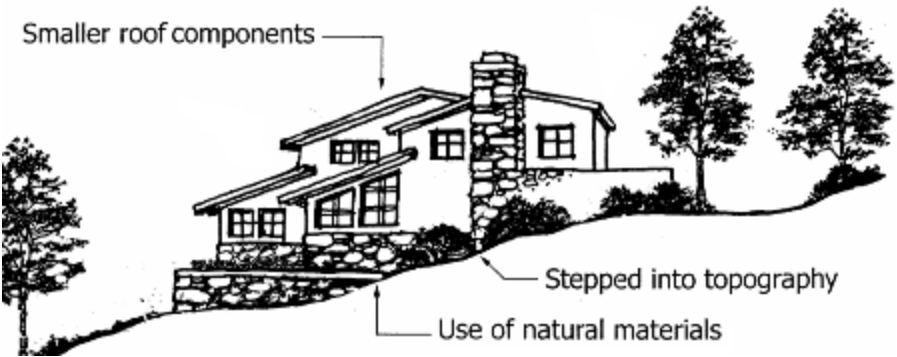
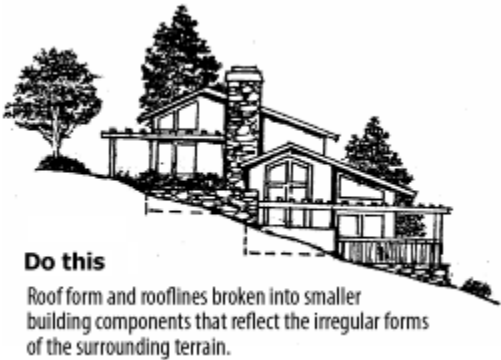


Fig. 3-75.3,4



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

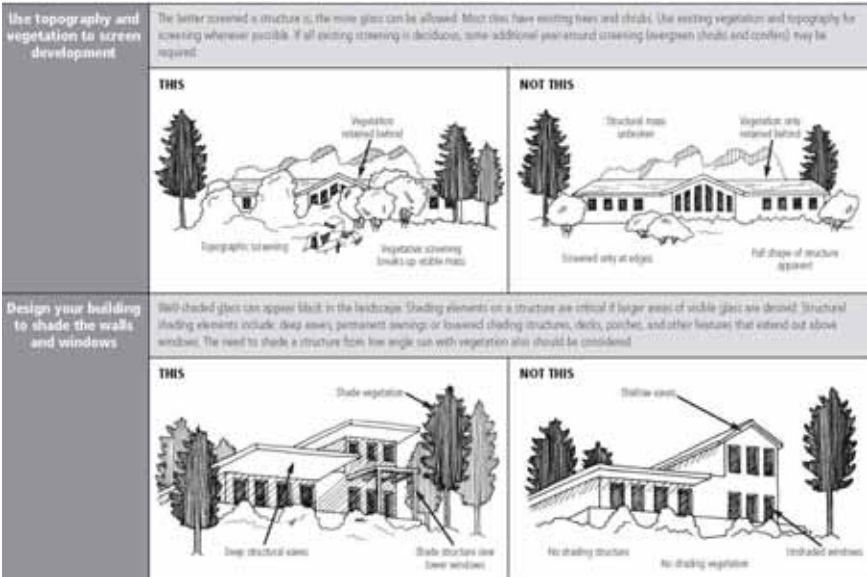
MATERIALS

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

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.

VIEWS TO THE MOUNTAIN: A SCENIC PROTECTION MANUAL

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 Appendix ?). 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**

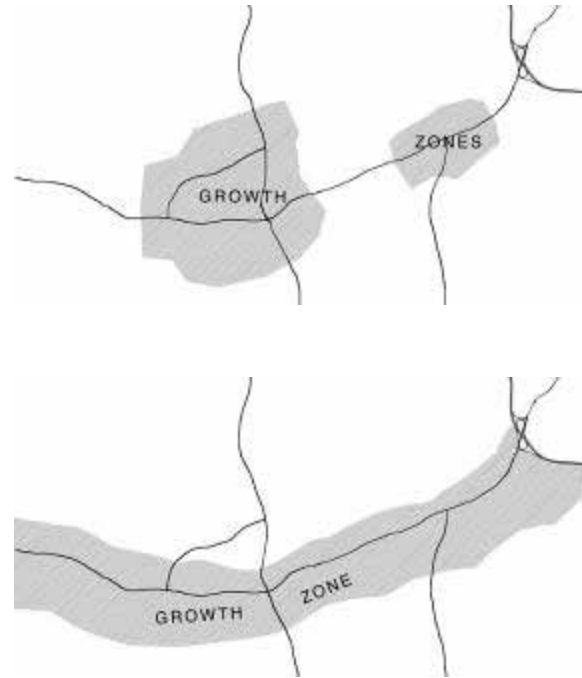
Both communities plan to integrate updated language into town plan revisions.



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 road-side, 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 xx for Essex's proposed scenic overlay district

SUBDIVISION SITING STANDARDS

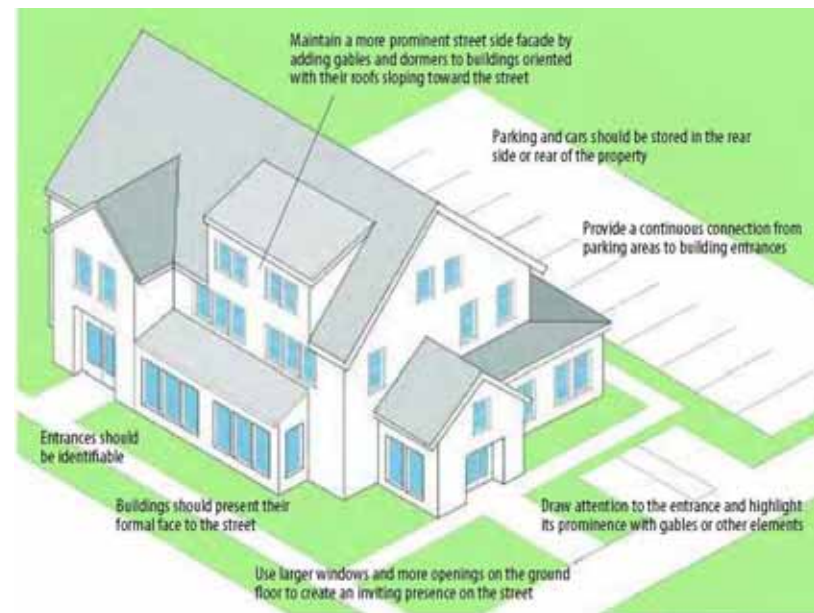
Unlike zoning bylaws, which address the type and density of development allowed on parcels of land within different areas of a community, subdivision regulations address the design and layout of that development, and the provision of public facilities within the community. Subdivision regulations address 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 stated 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.

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. 4-82.1,2



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 sur-

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.

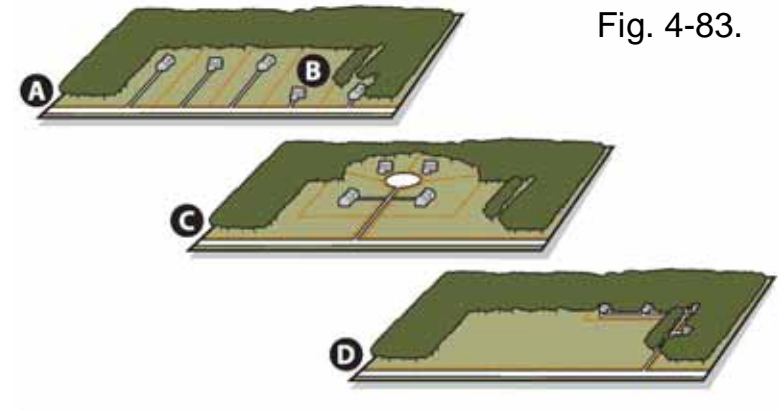


Fig. 4-83.

EXISTING PATTERN:

Typical linear strip 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 roadside.

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.

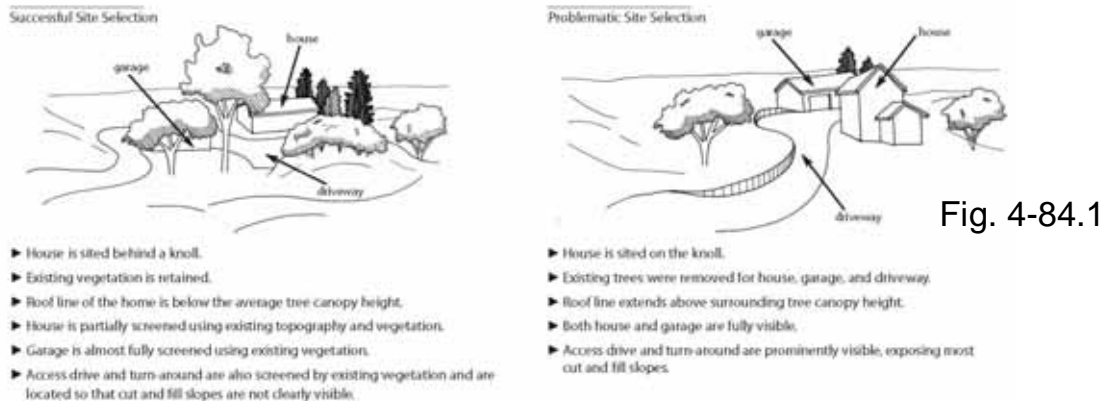


Fig. 4-84.1

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.

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.



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.



APPENDICES AND RESOURCES

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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 appearance 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 Distinct and visually pleasing focal points 2 No distinct focal points 3 Displeasing focal 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 zig-zags 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: Mt. Mansfield

Is Mt. 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.

JERICO 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												
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.

APPENDIX 5: ROADScape SEGMENT DETAILS

Essex Roads

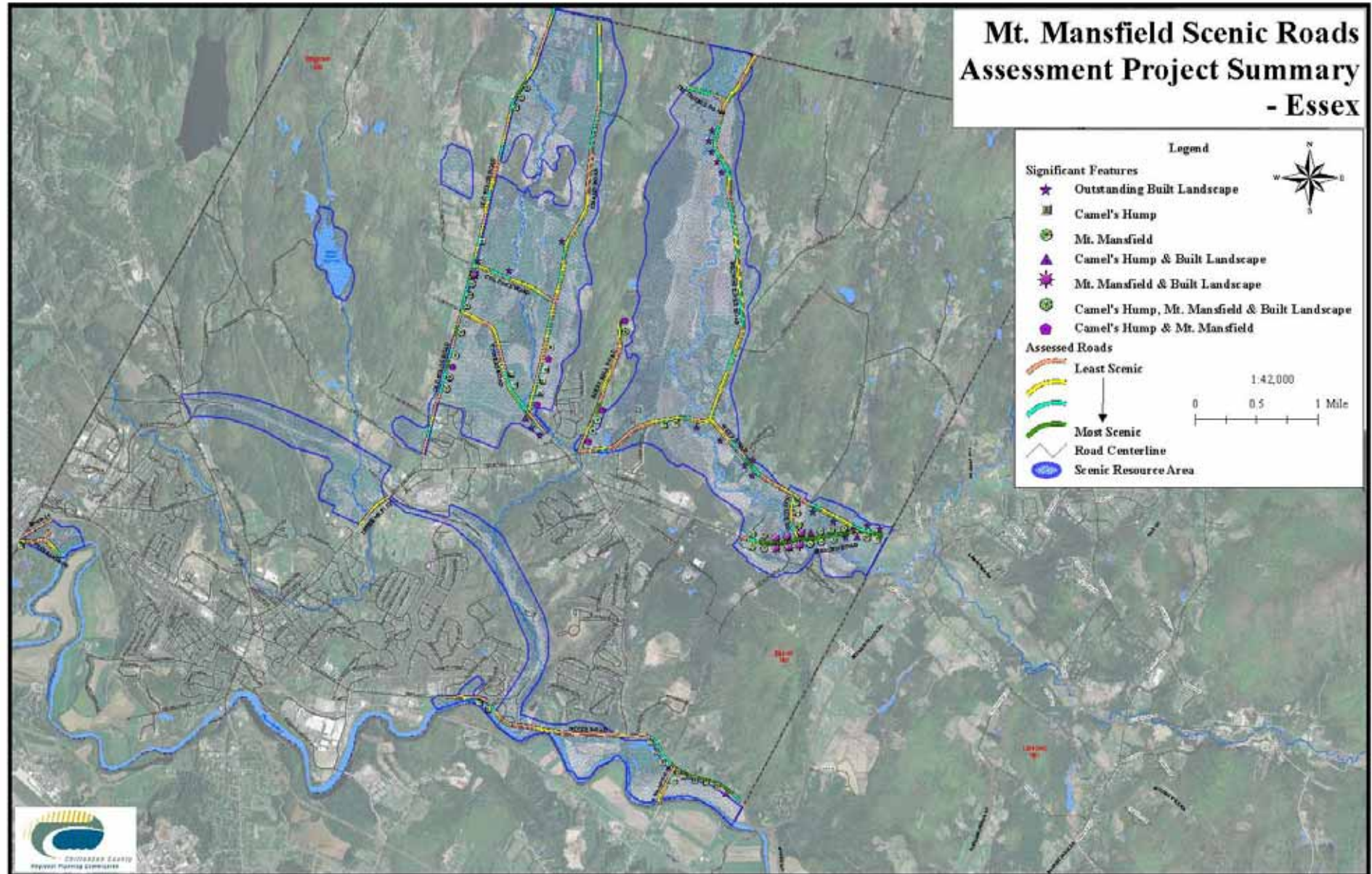
	Road name	Road Code	Assessment Points	Segments
3	BIXBY HILL ROAD	BX	6	1.0
3	BRIGHAM HILL ROAD	BG	3	1.0
46	BROWNS RIVER ROAD	BR	92	4.6
35	CHAPIN ROAD	CP	70	3.5
42	CIRCUMFERENTIAL HIGHWAY	CC	89	4.5
8	COL PAGE ROAD	CL	16	1.0
1	ESSEX WAY	ES	2	1.0
2	INDIAN BROOK ROAD	IN	2	1.0
13	JERICO ROAD	JR	26	1.3
4	NAYLOR 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

Jericho Roads

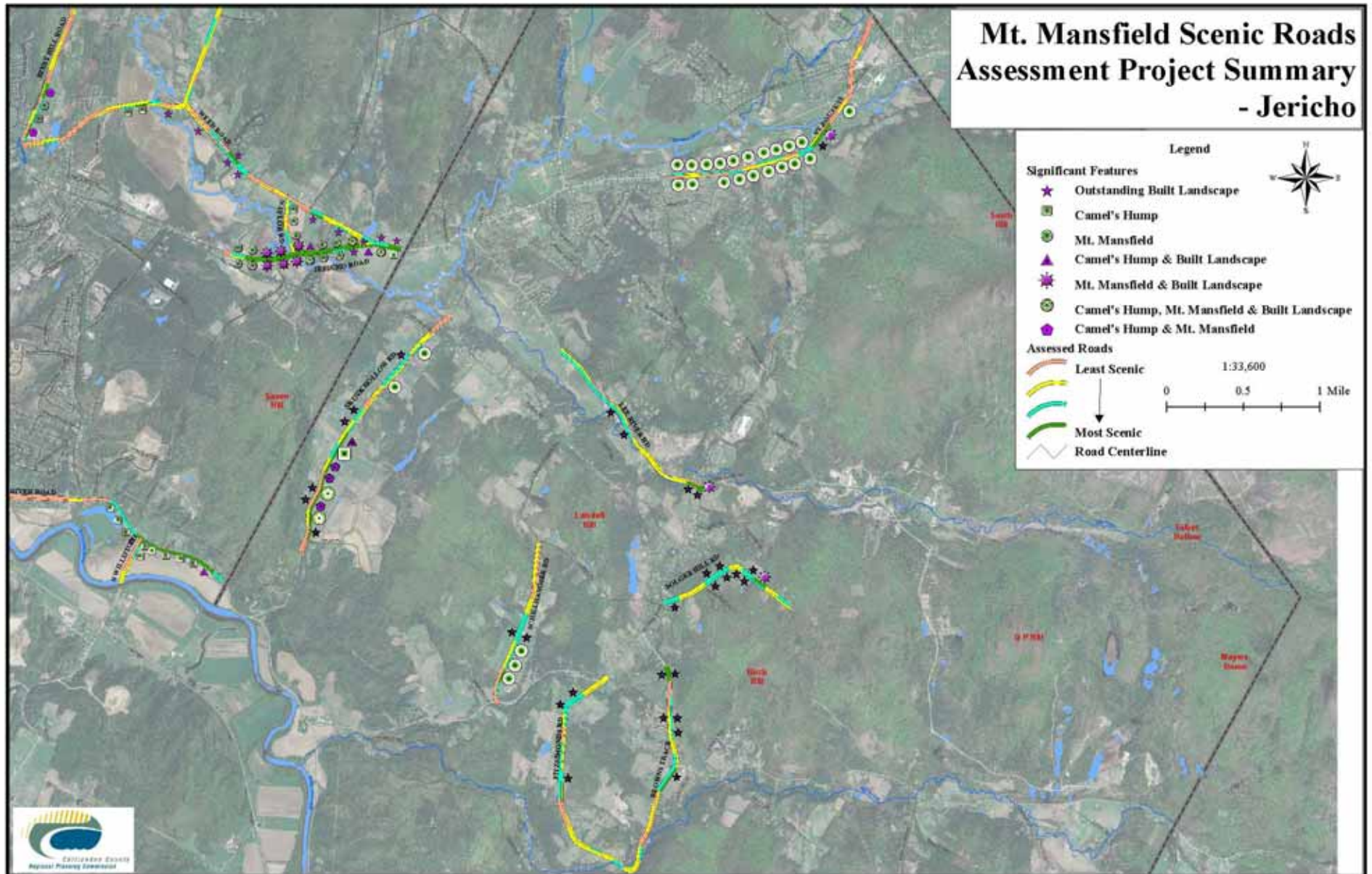
	Road Name	Road Code	Assessment Points	Segments
27	BARBER FARM RD	BF	54	2.7
11	BOLGER HILL RD	BH	22	1.1
25	BROWNS TRACE	BT	50	2.5
35	CILLEY HILL RD	CH	70	3.5
18	FITZSIMONDS RD	FZ	36	1.8
13	HANLEY LN	HL	26	1.3
25	LEE RIVER RD	LE	50	2.5
37	NASHVILLE RD	NV	74	3.7
31	ROUTE 117	ON	62	3.1
10	OLD PUMP RD	OP	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

= done in first round

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				

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"> • The Vision • The Goals • 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. • Section 5: Housing – Goal 5.3 “preserve the town’s more rural areas and character.” • Section 6: Community Services – Objective 6.5.3 – locate utilities in keeping with town character. • Section 7: Parks & Recreation • Section 8: Transportation • Section 9: Natural Lands • Section 10.1 Scenic Resources – Update 	<ul style="list-style-type: none"> • 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. • To provide guidance and establish a basis for the implementation of any of the Zoning Bylaw provisions listed below. • To provide specificity as recommended in light of the JAM Golf Course decision. 	<p>Benefits:</p> <ul style="list-style-type: none"> • Documents, strengthens and supports overall scenic protection • Arms town against litigation • Provides a basis for deciding where and how to require development projects to develop plans to protect scenic views <p>Limitations:</p> <ul style="list-style-type: none"> • Does not address specific scenic protection mechanisms • Could be controversial, particularly among large landowners 	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"> • Section 11: Land Use especially 11.3 rural lands • Add any of the Zoning Bylaw provisions recommended below into an Implementation Statement. 			
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"> • To develop depth to the historic settlements and build upon infrastructure, services and residences in these areas. • To discourage strip development. • To create a clear delineation between built areas and more rural areas. 	<p>Benefits:</p> <ul style="list-style-type: none"> • Maintain historic settlement pattern of compact centers surrounded by rural countryside <p>Limitations:</p> <ul style="list-style-type: none"> • Need to understand how any changes would impact land owners 	Regulatory

The Mansfield Roadscape Project: Draft Options Matrix

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>Benefits:</p> <ul style="list-style-type: none"> • Allows retention of key scenic views while allowing development • Targeted to defined scenic corridors • Does not disturb underlying zoning • Can be connected to adjacent town's districts for regional protection; • Clearly identifies expectations <p>Limitations:</p> <ul style="list-style-type: none"> • May add some burden to applicants • If not clearly defined, may be difficult to administer 	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.	Benefits: <ul style="list-style-type: none"> Allows retention of key scenic views while allowing development Ensures standards are fair and consistent Limitations: <ul style="list-style-type: none"> Specific standards can reduce the flexibility of where development can occur on a site. 	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.	Benefits: <ul style="list-style-type: none"> Standards can be tailored to protect targeted assets Limitations: <ul style="list-style-type: none"> May add some burden If not clearly defined, may be difficult to administer 	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"> • 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 accesses. • Encourage access-management plans to also cover ideas for connector roads and street networks that will reduce the 	<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>Benefits:</p> <ul style="list-style-type: none"> • Limits additional pavement viewable from road • Improves traffic flow as can limit curb cuts and thus number of turns • Limit scenic obstruction by vehicles • Limits views of parking lots and strengthens people-oriented design <p>Limitations:</p> <ul style="list-style-type: none"> • Does not deal with overall scenic protection, building and other structures 	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"> • Driveway width, curve radius, spacing, sight distance • Service roads and parking lots • Interconnected street networks for the community 			
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>Benefits:</p> <ul style="list-style-type: none"> • An incentivizing option rather than a regulatory requirement • Creates nodes of density with open lands surrounding <p>Limitations:</p> <ul style="list-style-type: none"> • May or may not be mandated • Developer can choose not to protect scenic resources 	Regulatory

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.	Benefits: <ul style="list-style-type: none"> Preserves views with limited regulatory action Limitations: <ul style="list-style-type: none"> May actually obscure viewsheds Limited application to development near roadways May add cost to a project 	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	Benefits: <ul style="list-style-type: none"> Bring residents together around a shared value Increase the economic value of scenic assets Limitations: <ul style="list-style-type: none"> May rely on volunteers No direct protection of assets 	Non-Regulatory

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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.	Benefits: <ul style="list-style-type: none"> Conserved land is likely the best means to secure top priority views Limitations: <ul style="list-style-type: none"> Expensive and town resource intensive – only appropriate for top priorities 	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"> The Vision for the community The Goals 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.” 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. Section 5.5: Transportation – integrate scenic views into plans for access management, bike paths and any planned outlooks. 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. 	<ul style="list-style-type: none"> 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. To provide guidance and establish a basis for the implementation of any of the Zoning Bylaw provisions listed below. To provide specificity as recommended in light of the JAM Golf Course decision. 	<p>Benefits:</p> <ul style="list-style-type: none"> Documents, strengthens and supports overall scenic protection Arms town against litigation Provides a basis for deciding where and how to require development projects to develop plans to protect scenic views <p>Limitations:</p> <ul style="list-style-type: none"> Does not address specific scenic protection mechanisms Could be controversial, particularly among large landowners 	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"> To develop depth to the historic settlements and build upon infrastructure, services and residences in these areas. To discourage strip development. To create a clear delineation between built areas and more rural areas. 	Benefits: <ul style="list-style-type: none"> Maintain historic settlement pattern of compact centers surrounded by rural countryside Limitations: <ul style="list-style-type: none"> Need to understand how any changes would impact land owners 	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.	Benefits: <ul style="list-style-type: none"> Allows retention of key scenic views while allowing development Targeted to defined scenic corridors Does not disturb underlying zoning Can be connected to adjacent town's districts for regional protection; Clearly identifies expectations Limitations: <ul style="list-style-type: none"> Adds some burden to applicants If not clearly defined, may be difficult to administer 	Regulatory

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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.	Benefits: <ul style="list-style-type: none"> Allows retention of key scenic views while allowing development Ensures standards are fair and consistent Limitations: <ul style="list-style-type: none"> Specific standards can reduce the flexibility of where development can occur on a site. 	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.	Benefits: <ul style="list-style-type: none"> Standards can be tailored to protect specific, targeted assets – such as scenic views Limitations: <ul style="list-style-type: none"> Adds some level of burden to applicants If not clearly defined, may be difficult to administer 	Regulatory



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"> • 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 the number of accesses. • 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. <p>Also consider the following policies and standards for:</p> <ul style="list-style-type: none"> • Driveway width, curve radius, spacing, sight distance • Service roads and parking lots 	<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>Benefits:</p> <ul style="list-style-type: none"> • Limits additional pavement viewable from road • Improves traffic flow as can limit curb cuts and thus number of turns • Limit scenic obstruction by vehicles • Limits views of parking lots and strengthens people-oriented design <p>Limitations:</p> <ul style="list-style-type: none"> • Does not deal with overall scenic protection, building and other structures 	Regulatory



The Mansfield Roadscape Project: Draft Options Matrix

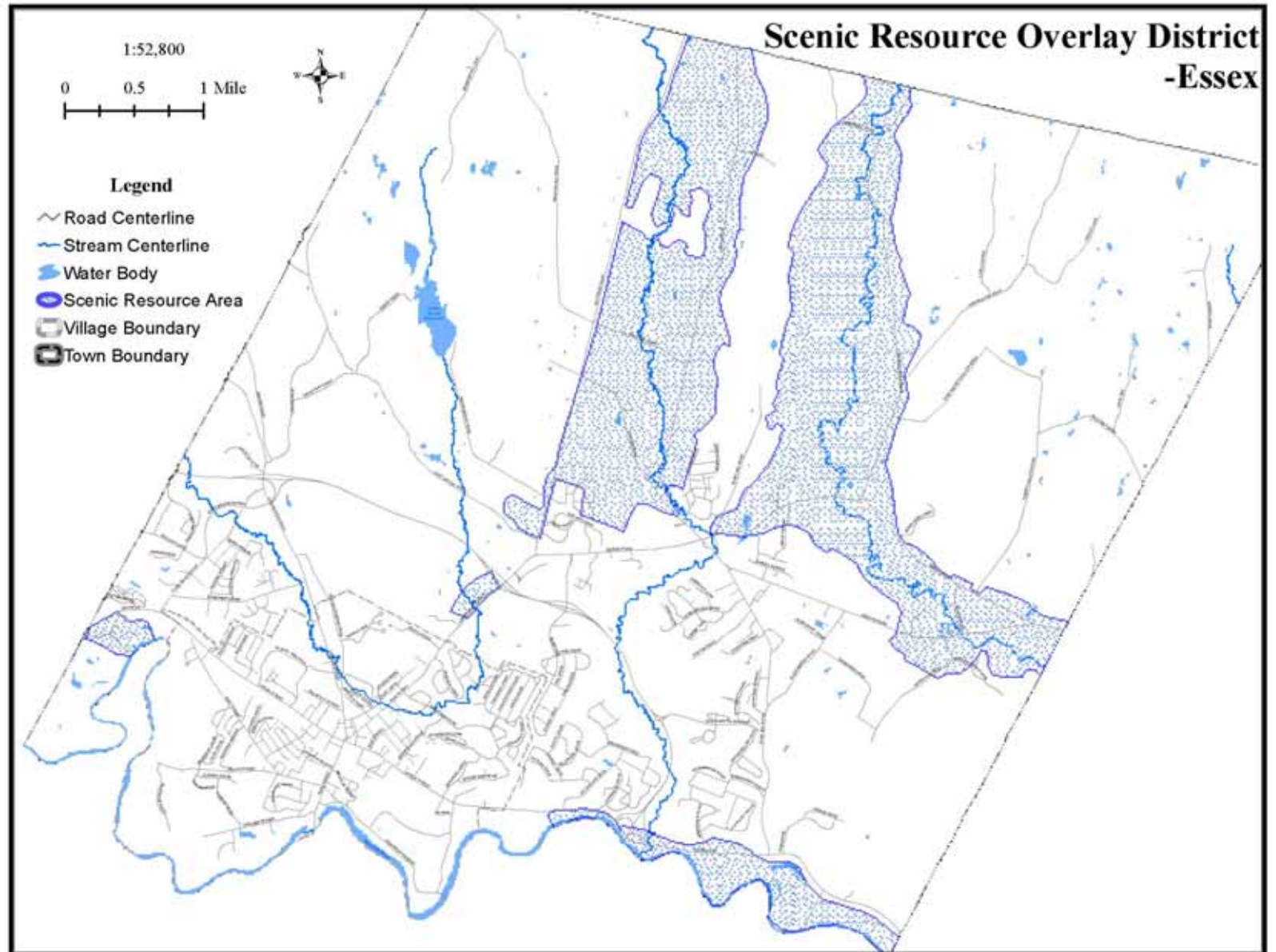
Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
	<ul style="list-style-type: none"> Interconnected street networks for the community 			
Allow for Density Bonuses	Allows development at a higher density than is allowed in a particular zoning district in exchange for protection of scenic resources.	Rewards developers that protect scenic resources with greater densities.	Benefits: <ul style="list-style-type: none"> Incentivizing option rather than regulatory Creates nodes of density with open lands surrounding Limitations: <ul style="list-style-type: none"> May or may not be mandated Developer can choose not to protect scenic resources 	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.	Benefits: <ul style="list-style-type: none"> Preserves views with limited regulatory action Limitations: <ul style="list-style-type: none"> May actually obscure viewsheds Limited application to development near roadways May add cost to a project 	Non-Regulatory



The Mansfield Roadscape Project: Draft Options Matrix

Option	Detailed Description	Purpose of Option	Benefits and Limitations	Type
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	Benefits: <ul style="list-style-type: none"> Bring residents together around a shared value Increase the economic value of the town's scenic assets Limitations: <ul style="list-style-type: none"> May rely on volunteers No direct protection of assets 	Non-Regulatory
Land Conservation	Public and/or private conservation of specific prioritized parcels,	The town integrates scenic protection into conservation priorities.	Benefits: <ul style="list-style-type: none"> Conserved land is likely the best means to secure top priority views Limitations: <ul style="list-style-type: none"> Expensive and town resource intensive – only appropriate for top priorities 	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.

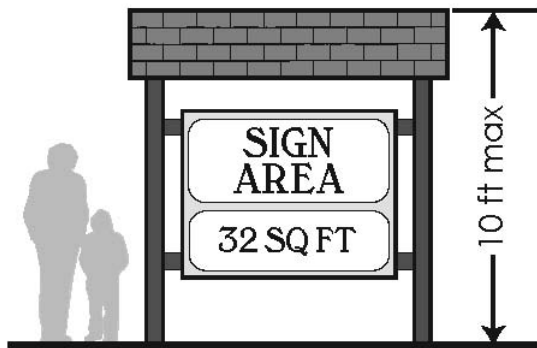
Use of alternative surface treatments (gravel, pervious paving, grass, etc.) is encouraged for lightly used or overflow parking areas. The use of surface materials for driveways, parking and service areas that blend into the surrounding natural environment is encouraged. The use of white, light or bright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

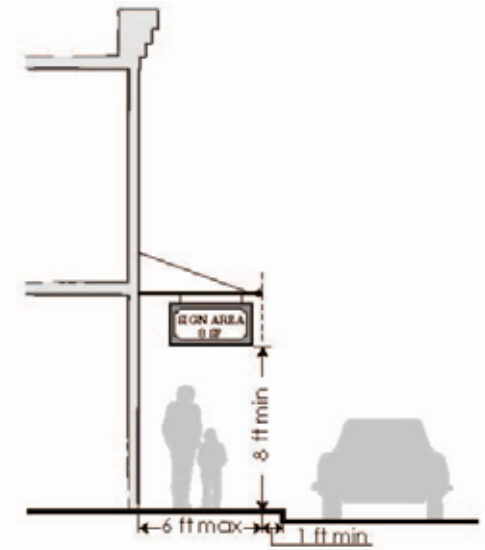


Freestanding signs shall not exceed 10 feet in height. Use of internally-illuminated, animated, or electronic message signs shall be prohibited.

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.



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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**.



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DISCOURAGED



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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

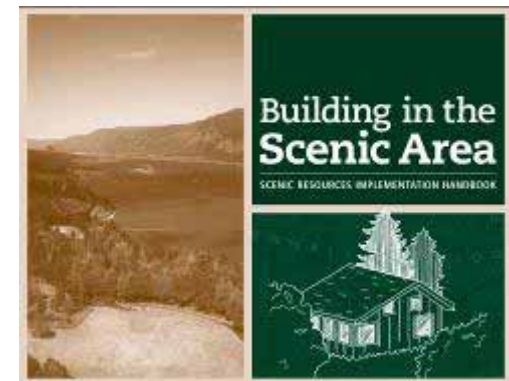
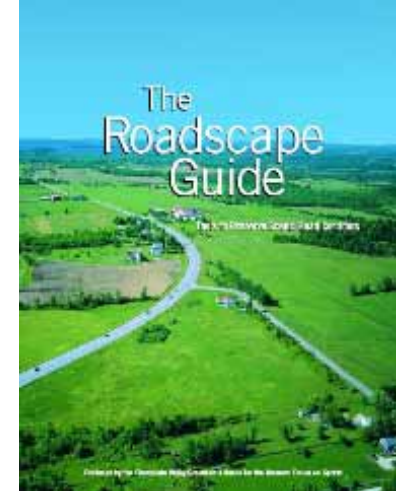
Produced for the Champlain Valley Greenbelt Alliance by Landworks, 2006

This brochure is available as a downloadable PDF from the Smart Growth Vermont website, www.smartgrowthvermont.org/help/publications/

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.



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): : 3-70.1; 3-75.3; 3-75.4

Wikipedia, Vermont Witch Window: 3-73.2

www.nightwise.org: 3-72.1; 3-72.2; 3-72.3; 3-72.4

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