

Appendix D

Review of Regulations, Plans and Previous Studies

Review of previous studies and plans that may have relevance to the Dover Landscape Master Plan.

2007 DOVER TOWN PLAN

GOALS

- d. To preserve and enhance the community's cultural, historical, architectural, and scenic resources;
- e. To discourage uncoordinated or incompatible development that may jeopardize public or private investment, or damage the Town's resources or rural character;
- f. To encourage and diversify qualitative economic development that will strengthen the local economy and provide employment opportunities which will meet the needs of the Town's residents;
- g. To provide a safe, convenient, attractive, and serviceable transportation system which is based on Dover's needs while respecting the needs and values of the neighboring towns;
- h. To encourage development to proceed in an orderly fashion consistent with the best interest of the community as a whole while keeping in balance with the environment;

COMMUNITY RESOURCES

Recreational and Cultural Resources

Policies

3. Adequate provisions should be made for bicyclists and pedestrians on Route 100 or alternate paths.
4. Existing multi-purpose trail corridors should be protected and the development of additional trails should be encouraged.

Priorities for Action

1. Conduct a study of recreational and cultural needs particularly for Dover residents. Ensure the study includes ice-skating, cross-country skiing, walking, biking, horseback riding, playgrounds, ball fields, picnic areas, and motorized sports such as all terrain vehicles and snowmobiles.
2. Acquire land for appropriate park facilities in East Dover and West Dover based on these needs.

Historic Resources

Priorities for Action

1. Consider the adoption of design control districts and/or historic districts and landmarks, whichever are most appropriate for the historic resources in Dover. Route 100 corridor is of critical concern.

Scenic Resources

Route 100 provides an important scenic corridor through Dover as it winds through the Deerfield Valley.

Policies

1. Natural and man-made features which contribute to the scenic beauty of Dover including historic sites, open land, stonewalls, and views and panoramas should be protected, particularly along the Route 100 corridor. Landscapes and scenic corridors should be given special consideration.
2. Town appearance should be protected through careful siting of all development, so that the sense of a Vermont rural community is maintained.
3. The visual impact of development should be considered in relation to the exterior design of buildings, signage, landscaping, and parking.

Priorities for Action

1. Identify scenic resources that would include valuable vistas, transportation corridors, clusters of historic buildings and special landmarks.
3. Consider a long-term plan to bury utility lines with priority to the West Dover historic district and along scenic corridors.

TRANSPORTATION

Route 100 serves a varied population, accommodating skiers traveling to the Haystack, Mount Snow and Stratton ski resorts as well as local and regional residents who work and shop in the many business establishments located in West Dover and Wilmington. As a major arterial route for tourist and commercial through traffic in the Deerfield Valley, Route 100 experiences seasonal peak periods of intense vehicular traffic resulting in periods of congested travel conditions for vehicles, bicyclists and pedestrians. Traffic delays at the Wilmington intersection (Route 100 and Route 9) are a well-known problem caused by through traffic on Route 9 year round, and winter traffic on Route 100.

Transportation for the town is provided by taxi services, a chartered bus service, and the Deerfield Valley Transit Association's MOOver, a public bus service operating year round between West Dover and Wilmington, with additional routes between Wardsboro and East Dover, and between Readsboro and Wilmington.

Route 100 has been selectively widened to better accommodate cyclists and pedestrians. This development, although an improvement, is not sufficient to provide an adequate safety margin.

The Valley Trail, a trail currently under construction through Dover is designed as a recreation path for cyclists, cross country skiers, pedestrians, and other non-motorized year round users. Snowmobiles will be permitted on selected sections of the trail which are posted. Informal trails connect several cross-country ski areas in Dover and Wilmington.

Policies

5. New construction or major reconstruction of roads should include shoulders of suitable material and/or striping for bicycles and pedestrians or other non-motorized means of transportation, wherever needed and feasible.
7. In order to minimize traffic congestion and strip development along Route 100, the Town encourages developers to share parking areas and to avoid unnecessary new road intersections/curb cuts by sharing access driveways.
11. Encourage the cooperation of property owners in the donations of land, right-of-ways, and easements for the Valley Trail. Also encourage cooperation in construction of trails connections with adjoining towns.
12. Support the development of public transportation in Southern Vermont.

Priorities for Action

4. Continue participation in the Deerfield Valley Transportation Study Committee. Support a full corridor study to include origin/destination analysis of traffic, roadway and intersection analysis,

environmental, social and economic impact analyses, engineering studies of each proposed alternative, and economic feasibility assessments of implementing each alternative.

5. Upgrade Route 100 wherever feasible by developing shoulders at least 4-6 feet in width the entire length from Wilmington through West Dover to the Stratton town line.
7. Initiate a detailed engineering study of the section of Route 100 from West Dover village to the north entrance of Mount Snow that considers the following:
 - a. Turning and merging lanes
 - b. Accommodation of pedestrians and cyclists
 - c. Placing utility lines underground
 - d. Signage
 - e. Accommodation of emergency vehicles

LAND USE

Dover is a community that has experienced several dramatic development growth periods over the last 30 years. Much of this growth took place during a time when no zoning regulations were in place, and as such, development has spread out in a manner that does not always reflect the best use of the land given its resource values. Some development has taken place on land originally having important economic and scenic resource values that contributed to maintaining the traditional Vermont character. Much of the commercial development stretches along a two and one half-mile portion of Route 100, creating a condition that may be described as sprawl.

Planned Commercial District

Planned commercial lands are those areas designated to accommodate most of Dover's future commercial growth. Implicit in the designation of land for commercial development is the benefit to the town of a diverse economic base, including retail, commercial, professional and light industrial enterprises. The Town needs to provide for such growth. Planned commercial lands are situated on or near the town's principle arterial roads and are intended to prevent strip development and encourage better planning and design that will lead to improved safety, convenience, and preservation of the town's rural character. To discourage further strip development in the Planned Commercial District, the town will establish a downtown overlay district, which will encourage the development of a pedestrian based, mixed-use "downtown" center. When PUD requirements are followed, residential development will be allowed in the downtown overlay district at high densities.

These lands would include:

- Commercially developed areas along Route 100 from just north of Valley View Road and south of Blue Brook Road, with highest densities allowed within a downtown overlay district (to be defined).

Planned Commercial District – Town Policies:

1. Ensure that commercial development has a development pattern that contributes to the evolution of a pedestrian-based commercial center. Allow mixed uses, including light industrial, that are compatible with residential uses within and contiguous to the district.
2. Infrastructure and design characteristics to be encouraged include:
 - a. Regionally/historically appropriate building scale, architecture style, and signage.
 - b. Traditional two and/or three story "downtown" buildings, with retail businesses on the first floor and professional offices and/or residential units on the upper floors;

- c. Buildings relatively close to streets, providing ample sidewalks with benches and/or green strips between buildings and streets; commercial establishments to be allowed to use portions of sidewalks for table service and/or product display.
 - d. On-street (Route 100) parking and/or shared lots behind or to the side of buildings.
 - e. Development of loop roads off Route 100 providing access to additional commercial and residential development (where topography allows), shared access roads and driveways following existing contours or tree lines.
 - f. Emphasis on pedestrian appeal and movement, with access to bicycle pathways, and public transit to the greatest extent possible.
3. Integrate natural beauty and resource attributes of river complex where possible in order to increase pedestrian appeal. Encourage village green and parkland characteristics between blocks of commercial structures.

Village District – Description

Village areas are those areas that provide the best example of the traditional Vermont village settlement pattern. In these areas, relatively moderate to high mixed-use development densities already exist or may be appropriate given the existing settlement patterns. Traditional village areas are typically characterized by older historic buildings or newer buildings with traditional/historic designs and architectural features. With careful planning and design, these areas can continue to be developed to a high-density level, reflecting a traditional historic village settlement pattern, rather than the linear pattern typical of suburban areas. Suitable density depends on limitations posed by the topography of the land, water supply and sewage treatment capacity of soils, or municipal/community sewage treatment. Development of architectural design standards for this district should be encouraged.

These lands would include:

- The existing Village districts,

Village District – Town Policies:

1. Maintain clearly defined village boundaries that separate high-density village development from low-density rural farmland, forests, and open space.
2. Encourage a diversity of uses in village areas, including:
 - a. Town offices, meeting house, town green, public library, post office, schools and churches.
 - b. Limited small retail establishments such as country/general store, café, gallery, or other establishments, which contributes to the village's appeal as a traditional village setting.
 - c. Limited low-impact commercial (such as professional offices).
 - d. Single and multi-family residential houses on small lots (high density), settled as a network of connecting roads in close proximity to the village center.
3. Project the historic character and amenity of villages through appropriate architectural design, layout, and scale of public, commercial, and residential structures and related infrastructures.

VERMONT ROUTE 100 CORRIDOR MANAGEMENT STUDY **SOUTHERN SECTION**

Existing Conditions

There are at least two access problem points identified within our study area. The one south of the intersection with Valley View Road has been corrected. The other is at the Dover Historical Society, and the Tannery Café [*now Central Appliance*]. Other nearby access problems may be within the study area, including the access points for the Tannery Café [*Central Appliance*] and the Red Cricket Inn.

When the Study was completed, Route 100 included three high crash locations within West Dover Village, located at the point where the speed limit drops from 50 MPH to 40 MPH. The Study indicated that VTTrans had erected a “Watch for Turning Vehicles” sign near the locations.

The report identified several “General Problems” that apply to the Study Area:

- There are inadequate pedestrian facilities,
- There are uncontrolled (wide) access areas to adjacent properties,
- Gateways are lacking at either end of the Village,
- The speed limit is too high and should be lowered to 25 MPH in the Village area and
- There is unstudied lighting glare from light fixtures on private property adjacent to the road.

Recommendations

Several of the recommendations are relevant to the Landscape Master Plan.

Village

2. Capitalize on each Village’s sense of place by developing gateway treatments.
3. Use Design elements to slow traffic before it enters the Village; maintain crisp edges to the village.
4. Use attractively designed islands and medians in some gateways.
5. Signify areas that are pedestrian oriented with landscape treatments, pavement changes, crosswalks, pedestrian zones, etc.
6. Develop consistent themes for signage.

Congestion

3. Establish a coordinated system of bicycle and pedestrian facilities.

Safety

2. Provide turning lanes at critical intersections.
3. Correct hazardous geometries at intersections.

Speed

4. Establish speed limits of 25 MPH in all village and hamlets.
5. Establish consistent travel lane and shoulder widths of 11-foot lanes and 5-foot shoulders except as appropriately limited in Villages.

Bicyclists and Pedestrians

1. Improve shoulders.
3. Consider textured pavement and similar design details in Village Centers that will clearly identify pedestrian zones.

Scenic Areas & Pull Offs

4. Improve the aesthetic quality of guardrails, fences and bridge rails that are employed with attention to how each installation fits its immediate surroundings as well as its effectiveness under a design-condition impact.
6. Coordinate highway projects with the development of the ... Dover Pathway.

STRATEGIC ECONOMIC DEVELOPMENT PLAN FOR DOVER AND WILMINGTON

Numerous goals and objectives in the plan support elements of the Landscape Master Plan including:

- Provide support services for local businesses so that they can maximize their potential and provide a living wage,
- Improve physical qualities of the Village,
- Ensure the transportation system is safe, efficient and matches local character, and
- Maximize pedestrian walking opportunities.

There are only a few specific directives in the plan that could be applied to the Landscape Master Plan:

- Optimize the use of public transit,
- Integrate mass transit stops with bicycle racks, and
- Post and provide local tourist activity information and maps at available marquees and other key meeting places.

VILLAGE CENTER CONCEPT AND DESIGN **DOVER, VERMONT**

Four Antioch New England Graduate School students developed this report for the Dover Planning Board in 1999. After describing the benefits of a village center, it provides basic information on designing a village center. In particular it states that a centralized village comes into existence in two possible ways – the village may evolve or it can be intentionally designed. It states that “In Dover, these patterns of development could meet in the center, a combination of historical settlement patterns with a planned structure for future development.”

“The first step (in determining future development) must be to determine very precisely what the intent of the village center is, both in terms of its function and in terms of its purpose. If the goals of the town are clear, the design parameters of the village also become clear.”

Some design improvements that the report recommends include:

“Developing street and driveway designs to improve the operation of transit vehicles.”

“Requiring lighting, seating and shelters at bus stops.
Installing traffic-calming techniques, including neck-downs and redesign narrow streets to accommodate both pedestrians and cars.”

And

“Laying out an interconnected network of streets.
Requiring no minimum building setback.
Encouraging on-street parking and count it toward minimum parking requirements.”

The report authors recommend how the establishment of a village center reflects several goals of the Town Plan. They do indicate, however, that the Town must reach consensus as to whether they want to encourage growth. If significant growth is desired, then one must invest in the infrastructure to support the growth.

“Festivals and fairs attract local residents and can be tourist attractions as well. However, a village is not a collection of empty buildings, it requires citizen involvement.”

“Consider the adoption of design control districts and or historic districts and landmarks, which are most appropriate for the historic resources in Dover.”

“The visual impact of buildings should be considered in relation to the exterior design of buildings, signage, landscaping and parking. The Central village zoning should have incentives to discourage sprawl development. Careful siting of new construction is an important issue, but even existing sites could be slowly renovated over time to meet a higher design standard.”

The report compares Dover to Middlebury and Manchester, which have also used zoning regulations as the primary tool in controlling dispersed development. The report highlights how the zoning regulations in these two towns support the development of a village center in contrast to Dover’s zoning at the time. (The regulations have been updated three times since the date of this comparison.) In particular, there are smaller minimum lot areas, higher maximum lot coverage, smaller minimum property boundary setbacks, and smaller lot frontages than the Dover Regulations. Manchester also has “greenspace performance standards” in their regulations. Another way of enhancing the appeal of a village center is ensuring that it is easily accessible to its users.

The report also describes basic funding options for improvements: public transportation funds, Dover funds, voluntary improvement funds, TIF districts, and impact fees.

Finally, the report picks the area between Country Club Road and the Mountain Park Plaza as a potential location of a new Village Center. The report describes the need for better bicycle and pedestrian linkages within this area, as well as the conversion of the parking area to actual roads with on road parking and connections to adjacent properties. The report calls for slower speed limits on Route 100 as well as other traffic calming measures in the village center. Finally, it recommends changes to the zoning to encourage mixed use and site design regulations to encourage in fill.

ZONING BYLAWS
TOWN OF DOVER, VERMONT

Village District (V)

May want to consider adding nightclubs, bars or lounge or assisted living facility to the V allowed uses. Attached Table shows the various standards for the districts.

Planned Commercial District (COM)

May want to consider removing Car Wash or single-family residential units from the COM District
 May want to consider adding convention/conference center, nightclub, rescue facility to the COM district.

Other issues that are relevant to the future development of a landscape master plan and a compact village are listed below.

- In general, the standards for both the Village and Planned commercial Districts encourage development that isolates each parcel from adjacent parcels. The standards could be relaxed to allow tighter, smaller, denser development.
- Where ever non-residential uses abut residential uses, a 25-foot wide landscape or naturally forested buffer must separate the two uses.
- Commercial uses must maintain at least a 25-foot wide landscape buffer along the front sides and rear of the property.
- Parking spaces must be at least 9 x 22 feet.
- Parking requirements are similar to those traditionally required in other Vermont communities over the last 15 years.
- The submission requirements for a PUD are much more details, extensive and expensive than a standard submission under the zoning regulation, which serves to discourage such submissions.

DIMENSIONS	VIL	COM
Minimum Lot Size		
<u>Residential</u>	<u>½ acre</u>	<u>½ acre</u>
<u>Hotel/Motel, Lodge/Inn</u>	<u>1 acre</u>	<u>2 acres</u>
<u>Bed and Breakfast</u>	<u>1 acre</u>	<u>1 acre</u>
<u>Other Uses</u>	<u>½ acre</u>	<u>½ acre</u>
Maximum Overall Density		
<u>Residential</u>	<u>1 unit per ½ acre</u>	<u>1 unit per ½ acre</u>

DIMENSIONS	VIL	COM
<u>Motel/Hotel, Lodge/Inn</u>	<u>12 guest rooms per acre</u>	<u>18 guest rooms per acre</u>
<u>Bed and Breakfast</u>	<u>6 guest rooms</u>	<u>6 guest rooms</u>
<u>Commercial Use (excluding parking areas)</u>	<u>4,000 sf per acre</u>	<u>20,000 sf per acre</u>
<u>Minimum building Setbacks</u>		
<u>Industrial Use (excluding parking areas)</u>		
<u>Front Yard – Route 100¹</u>	<u>50 feet</u>	<u>50 feet</u>
<u>Front Yard – Other Roads¹</u>	<u>50 feet</u>	<u>50 feet</u>
<u>Front Yard – PRD/PUD¹</u>	<u>50 feet</u>	<u>50 feet</u>
<u>Other Property Boundaries</u>	<u>15 feet</u>	<u>15 feet</u>
<u>Minimum Lot Frontage</u>	<u>75 feet</u>	<u>100 feet</u>
<u>Minimum Lot Depth</u>	<u>100 feet</u>	<u>100 feet</u>
<u>Maximum Lot Coverage</u>	<u>70%</u>	<u>50%</u>
<u>Maximum Building Height (except agricultural uses)</u>	<u>36 feet</u>	<u>36 feet</u>
<u>Maximum Appurtenant Height (except agricultural uses)</u>	<u>45 feet</u>	<u>45 feet</u>