

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS		ALTERNATIVE APPROACHES	
Land Use and Development • Town Core • New Downtown					
Goal 9.1.1	Encourage structures to be placed to improve aesthetics and enhance pedestrian connections.	Section 466	Downtown Business District Purpose. Buildings should be placed close to the sidewalks. A pedestrian friendly environment should be encouraged through the planting of street trees and green belts along sidewalks and the placement of safe street crossings.	1	Revise Section 804 to make the referenced provisions mandatory rather than guidelines (shalls not shoulds).
		Section 467	Downtown Business District Permitted Uses. Retail sales of fuel. Restaurants, fast-food. Drive-up facilities. <i>(These uses are auto-oriented.)</i>	2	Establish a maximum front yard setback (recommend 20 to 40 feet).
		Section 468	Downtown Business District Conditional Uses. Distributing. Commercial plant nurseries, greenhouses and landscaping services. Public or private warehouse. <i>(These uses generate truck traffic, are auto-oriented or are land consumptive.)</i>	3	Increase the minimum front yard setback (recommend 10 feet) particularly on Route 7 to provide space for landscaping and create a more pleasant pedestrian setting with the sidewalk on the interior side of the green belt.
		Section 469	Downtown Business District Dimensional Requirements. 5,000 sf minimum lot size. No minimum front setback. 40% maximum building coverage. 80% maximum lot coverage. 5 stories or 70 feet maximum height. <i>(These standards allow for downtown development pattern but do not require it. The existing development pattern within the district is not consistent with a pedestrian-oriented, mixed-use downtown center.)</i>	4	Establish a build-to-line (recommend that building width be at least 60% of the lot width at the build-to-line).
		Subsection 804.2	Special Provisions. Buildings should be place close to the sidewalks. Street trees and green belts along sidewalks should be constructed to provide a pedestrian-friendly environment. <i>(Use of should rather than shall renders the provision ineffective.)</i>	5	Prohibit all parking in front of buildings.
		Subsection 804.3	Special Provisions. Site design should accommodate pedestrian movements. Sidewalks/bike paths will be encouraged along all public streets in the district. Buildings, parking lots and internal walkways should be located to encourage connections to those public sidewalks and bike paths. <i>(Use of should and encourage rather than shall renders the provision ineffective.)</i>	6	Require a minimum 8' sidewalk along Route 7 and 6' along secondary roads (if the goal is to transform a segment of Route 7 into a "Main Street").
		Subsection 804.4	Special Provisions. Street trees should be encouraged along major connecting roads and pedestrian spaces to be placed within a green belt of at least 6 feet in width and spaced no more than 50' apart. Tree grates may be used in places with limited width. <i>(Use of should and encourage rather than shall renders the provision ineffective.)</i>	7	Establish architectural standards for building facades (break-up mass, minimum first floor transparency, pedestrian entrances, pedestrian features like porches, awnings, arcades, etc.)
		Subsection 804.5	Special Provisions. Parking should not be allowed to dominate the site. Parking spaces should be limited to the needs of the use. Some front yard parking may be allowed at the discretion of the DRB, but parking lots should be behind or on the side of buildings. Where parking lots are visible from the public street, appropriate landscaping should be included. <i>(Use of should and encourage rather than shall renders the provision ineffective.)</i>	8	Provide specific site planning and design standards (landscaping, signage, outdoor lighting, etc.)
		Subsection 817.1	Pedestrian Circulation. In the M1, M2, M3, M4, M5, M6, DB1, and R1 zoning districts, sidewalks or multi-use paths shall be required along public streets and roads and may be required along private streets and roads.	9	Prohibit auto-oriented, truck-generating and land-consumptive uses that are not compatible with a walkable downtown setting.
				10	Limit the maximum scale of buildings to what is typical in a traditional downtown setting (recommend a maximum footprint of no more than 6,000 square feet, a minimum height requirement of 2 stories and a maximum height requirement of 3 stories - potentially allowing a 4 th story as a density bonus within a PUD).
				11	Shrink the size of the DB1 district. At 190 acres with 1 mile of Route 7 frontage it is too large to be fully built-out in a downtown development pattern. Recommend centering the district on the intersection of Haydenberry Drive and Route 7 and encompassing the area between Bombardier Road and Centre Drive, but not extending all the way to Middle Road or to Willy's Lane and beyond. The ideal size for a downtown center for a community like Milton would be 40 to 80 acres with not more than a 1/2 mile of "main street" frontage.

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS		ALTERNATIVE APPROACHES	
Goal 9.1.2	Enhance streetscape elements by incorporating streetlights, street trees and signage.	Subsection 804.2	Special Provisions. Buildings should be placed close to the sidewalks. Street trees and green belts along sidewalks should be constructed to provide a pedestrian-friendly environment. <i>(Use of should rather than shall renders the provision ineffective.)</i>	12	Revise Sections 804 and 820 to make the referenced provisions mandatory rather than guidelines (shalls not shoulds).
		Subsection 804.4	Special Provisions. Street trees should be encouraged along major connecting roads and pedestrian spaces to be placed within a green belt of at least 6 feet in width and spaced no more than 50' apart. Tree grates may be used in places with limited width. <i>(Use of should and encourage rather than shall renders the provision ineffective.)</i>	13	Require applicants for major projects to submit an outdoor lighting plan prepared by a professional lighting designer or engineer.
		Subsection 806.1	Landscape Plan Requirements. A landscaping plan, as required by Section 803.6, shall be required to accompany all Site Plans. The Development Review Board shall determine the appropriateness of the proposed landscaping and screening.	14	Require applicants for major projects to submit a landscape plan prepared by a licensed landscape architect.
		Subsection 806.4	Landscape Plan Requirements. The Development Review Board may require landscaping in accordance with the following schedule... (sets a minimum planting cost of 1-3% of development cost).	15	Revise Subsection 806.4 to make the provision mandatory rather than a guideline (shall not may).
		Subsection 806.6	Landscape Plan Requirements. The front setback area shall be landscaped in accordance with the approved Site Plans and maintained in good appearance.	16	Replace Subsection 806.4 with a requirement for a minimum number of trees and shrubs per linear foot of frontage or for landscaping within a minimum percentage of the setback.
		Subsection 820.2	Outdoor Lighting. All lighting fixtures should be cut-off fixtures as defined by the Illuminating Engineering Society of North America (IESNA), whenever possible. The design for an area may suggest the use of outdoor lighting fixtures of a particular "period" or architectural style, or there may be existing fixtures to be retained. In such cases, the non-cut-off fixtures may be used either as alternates or supplements.	17	Encourage landscaping to also serve as green stormwater infrastructure.
		Subsection 820.3	Outdoor Lighting. The maximum height for parking and streetlights should not exceed 20 feet from the ground to top of fixture.	18	Incorporate more specific outdoor lighting standards based on a contemporary model regulation such as the Pattern Outdoor Lighting Code that would include limits on the quantity and timing of outdoor lighting.
		Subsection 831.1	Permitted Business Identification Signs. For buildings set back <100 feet, one building-mounted sign not exceeding 24 square feet in area and one free-standing sign not exceeding 24 square feet in area.	19	Prohibit or reduce the maximum height of free-standing signs in the DB1 district (recommend a maximum sign height of 6 to 8 feet).
		Subsection 831.2	Permitted Advertising Signs. One free-standing on-premise advertising sign not exceeding 6 square feet in area per side is permitted.	20	Allow multiple building-mounted signs in the DB1 district (wall sign, hanging sign, window sign, etc.) with a total maximum amount of signage that is proportional to building size (recommend 1 to 2 square feet per linear foot of facade width) and with a maximum size for any single sign to maintain pedestrian orientation and scale.
		Section 833	Prohibited Signs. No sign or display shall contain string lighting, pennants, moving parts or similar attention gathering devices nor may they contain or support any device capable of emitting noise. No sign or display shall be illuminated by flashing, moving, or intermittent light.	21	Prohibit internally illuminated signs in the DB1 district and require all sign lighting to be external.
		Subsection 834.2	Sign Height. The maximum sign height for a freestanding sign for a single business shall be 15 feet. The maximum sign height for a ground mounted multi-tenant sign shall be 10 feet.		
		Subsection 834.5	No freestanding sign shall be erected closer than ten (10) feet from a front property line.		

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS		ALTERNATIVE APPROACHES	
Goal 9.1.3	Encourage commercial development including retail, restaurants, professional services, offices, hotels and incubator spaces in the Downtown Business district.	Section 467 Section 468 Section 850	Downtown Business District Permitted Uses Downtown Business District Conditional Uses Planned Unit Developments	22 23 24 25 26 27	Allow most commercial uses (lodging, dining, retail, service and office) as permitted uses. Encourage downtown-scale businesses by allowing larger scale uses only as a conditional use (<i>recommend a trigger of 3,000 to 6,000 square feet of commercial floor area particularly if no maximum building footprint established</i>). Prohibit auto-oriented uses like drive-thrus, gasoline stations and vehicle sales. Allow light industrial uses as conditional uses provided they have similar impacts as office uses (<i>ex. data centers, research & development facilities, etc.</i>). Prohibit ground floor residential uses, particularly along the street. Allow mixed use development (<i>multiple principal uses on a lot</i>) by right and reduce reliance on planned unit development to achieve district purposes.
Goal 9.1.3	Encourage residential uses in the New Downtown Center and New Downtown West district.	Section 467	Downtown Business District Permitted Uses. Single-family, duplex and multi-family dwelling uses provided they are incorporated into a planned unit development mixed use. Elderly housing complex.	28 29 30 31 32 33 34	Allow multi-family residential as a permitted use on upper floors. Establish a maximum residential density (<i>recommend a density around 1 dwelling per 2,000 square feet of lot area or 20 dwellings per acre</i>). Establish a maximum floor area ratio and allocate it between residential and nonresidential uses (<i>recommend a maximum of 1.5 to 2.0 split either 1.0 residential and 1.0 non-residential or 0.6 residential and 0.9 nonresidential</i>). Establish a minimum residential density for new principal buildings (<i>recommend 1 dwelling per 10,000 square feet of lot area or 4 dwellings per acre, with a minimum of at least 1</i>). Require multi-story buildings . Allow for shared parking and reduce residential parking requirements in DB1 (<i>recommend a minimum of 1 rather than 2 spaces per dwelling</i>). Adopt a wastewater allocation ordinance that would reserve specified percentages of capacity for public, residential, commercial and industrial uses.
Goal 9.1.6	Further evaluate and prioritize the input from the 2007 Streetscape Study and the 2012 Planning Commission Enhancing Route 7 public forum and survey with the goal of implementation of priority recommendations.	SEE DISCUSSION ABOVE.		SEE DISCUSSION ABOVE.	
Land Use and Development • Gimlet Hill Transition Sub-Area					
Goal 9.2.1	Promote land uses within an appropriate density that will provide for a transition between the Old Towne sub-area and the New Downtown sub-area.	Section 304 Section 414 Section 454	R1 District Dimensional Requirements. 10,000 sf minimum lot size. 20 foot minimum front setback. 40% maximum building coverage. 50% maximum lot coverage. 3 stories maximum height. M1 District Dimensional Requirements. 5,000 sf minimum lot size. 0 to 20 feet minimum front setback. 40% maximum building coverage. 80% maximum lot coverage. 5 stories maximum height. M5 District Dimensional Requirements. 10,000 sf minimum lot size. 20 foot minimum front setback. 40% maximum building coverage. 50% maximum lot coverage. 3 stories maximum height. 1 dwelling per 10,000 square feet maximum density.	35 36 37 38 39	Reshape zoning district boundaries so that the M1 zone would extend north from the reduced DB1 district along both sides of Route 7 to Villemarie Lane, the M5 district would extend north from Villemarie Lane to Lamoille Terrace, the R1 district would extend north from Lamoille Terrace to Cherry Street. Reshape zoning district boundaries so the land east of the lots fronting on Route 7 to Railroad Street would be in the R1 district. Change the dimensional requirements in the M1 district to reflect a change in development pattern from the DB1 district. Increase the residential density allowed within the R1 and M5 districts (<i>recommend a density around 1 dwelling per 3,000 square feet of lot area or 14 dwellings per acre</i>). Reduce minimum lot size within the R1 district (<i>recommend 3,000-6,000 sf</i>).

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS	ALTERNATIVE APPROACHES
Goal 9.2.2	Maintain residential areas within the Gimlet Hill Transition Sub-area while allowing for a mix of uses along the Route 7 corridor.	<p>Section 302 R1 District Permitted Uses. Single family dwellings, duplexes, owner-occupied triplexes, elderly housing complex.</p> <hr/> <p>Section 412 M1 District Uses. Single family dwellings, duplexes, multifamily dwellings, elderly housing complex.</p> <hr/> <p>Section 452 M5 District Uses. Single family dwellings, duplexes, elderly housing complex.</p>	<p>40 Allow for multi-family housing in proximity to major transportation corridors and services, and where public infrastructure and transit service is available (<i>recommend allowing multi-family housing in M1, M5 and R1</i>).</p> <hr/> <p>41 Allow multi-family up to 4 units as a permitted use in R1 and M5 and up to 8 units as a permitted use in the M1 districts, and make multi-family with more units a conditional use at least in the M1 and M5 districts.</p> <hr/> <p>43 Prohibit ground floor residential in new buildings in the M1 district, at least along the street frontage (<i>interior buildings on a site could be solely residential</i>).</p> <hr/> <p>43 Increase the residential density allowed within the R1 and M5 districts (<i>recommend a density around 1 dwelling per 3,000 square feet of lot area or 14 dwellings per acre</i>).</p> <hr/> <p>44 Establish a maximum residential density for each district.</p> <hr/> <p>45 Establish a maximum building footprint in the R1 and M5 districts to ensure that multi-family buildings are compatible in scale with surrounding homes (<i>recommend a maximum footprint of 4,000 square feet</i>).</p> <hr/> <p>46 Require multi-family dwellings to incorporate outdoor living space and amenities for residents (<i>recommend a minimum of 4,000 square feet or 400 square feet per unit whichever is more of community greenspace suitable for passive recreation and a minimum of 80 square feet of private outdoor space per unit such as a deck, balcony, patio, etc.</i>).</p> <hr/> <p>47 Require multi-family dwellings to provide each unit with enclosed storage space for household items like bicycles, recreation equipment, etc.</p> <hr/> <p>48 Reduce parking requirements for dwelling units that will be within the transit service area (<i>recommend reducing minimum to 1 space per unit from 2 spaces per unit</i>).</p> <hr/> <p>49 Encourage under building parking and exclude parking levels from counting towards any height or floor area requirements.</p> <hr/> <p>50 Prohibit multi-family residential parking between the street and the building.</p>
Goal 9.2.3	Consider re-zoning Barnum Street so that both the north and south side of the street are within the same zoning district.	SEE DISCUSSION ABOVE.	SEE DISCUSSION ABOVE.
Land Use and Development • Town Core • Old Towne Sub-Area			
Objective 9.3.1.a	Explore the possibility of establishing an historic district and guidelines to encourage historic and adaptive reuse strategies in the Old Towne Sub-Area.		<p>51 Incorporate design standards into Section 460 for the M6 district (<i>maintain traditional residential character, porches, transparency percentages, variations in wall plane and roof form, brick, wood clapboard or comparable sheathing material, pitched roof 8:12 or steeper, service doors and areas to side or rear, etc.</i>)</p> <hr/> <p>52 Make any exterior modifications (<i>removal or construction of a porch, removal or addition of doors or windows, changes in the size of doors or windows</i>) to the facade of a historic principal building a conditional use and subject to the district design standards.</p> <hr/> <p>53 Make demolition of a historic principal building a conditional use and require the applicant to demonstrate that it is not feasible to rehabilitate the structure.</p> <hr/> <p>54 Require applicants proposing to construct a new principal building to submit plans and elevation drawings prepared by a licensed architect.</p>

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS	ALTERNATIVE APPROACHES
Objective 9.3.1.b	Investigate incentives for preservation and adaptive reuse of buildings and the landscape in the Old Towne Sub-Area.	<p>Section 461 M6 District Purpose. The purpose of this district is to allow continued use and reuse of existing historic buildings, including new buildings that are sensitive to the existing character of the area. Owner-occupied buildings are encouraged and may contain up to 3 dwelling units. However, these owner-occupied triplexes are only to be used as an adaptive reuse measure, therefore multifamily dwellings are only allowed within a residential buildings existing footprint and square footage that was in existence on or before December 21, 2006.</p> <p>Section 462 M1 Permitted Uses. Single family dwellings, duplexes, triplexes - owner occupied, elderly housing complex, personal service, general/medical office, restaurants, bakery/delicatessen, bed & breakfast, child day care.</p>	<p>55 Allow multiple principal uses within buildings by right in the M6 district (ex., one or more professional offices on ground floor with one or more rental apartments on upper floor).</p> <p>56 Allow inns, larger home businesses, rooming and boarding houses, and event hosting in the M6 district.</p> <p>57 Reduce reliance on planned unit development to accommodate the type and form of development desired in the district.</p> <p>58 Allow multi-family occupancy at least up to 4 units without the owner-occupancy requirement in the M6 district provided other recommended design and density controls are put in place.</p> <p>59 Prohibit parking between the street and the front of the building.</p> <p>60 Establish a minimum percentage of the front yard setback that must be landscaped in the M6 district.</p> <p>61 Review all dimensional requirements in the M6 district and revise if necessary to match existing development pattern.</p> <p>62 Require any new principal buildings to have a front setback that matches the average of the buildings existing on either side.</p> <p>63 Establish a maximum building footprint for the M6 district based on an assessment of the size of historic buildings within the district.</p> <p>64 Reduce the maximum building height in the M6 district to 2 full stories (3rd floor space would be allowed only under the roof).</p> <p>65 Incorporate design standards into the M6 district as discussed above.</p> <p>66 Reshape the M6 district to encompass the properties at 1-14 River St.</p> <p>67 Reshape zoning district boundaries so that the M5 district would extend north from Cherry Street to M6 district along Route 7.</p> <p>68 Increase the residential density and allow multi-family dwellings within the R1 and M5 districts as discussed above.</p> <p>69 Prohibit parking between the street and the front of the building.</p> <p>70 Reduce reliance on planned unit development to accommodate the type and form of development desired in the district.</p>
Objective 9.3.1.c	Encourage new structures to respect the architectural character of existing buildings and fit into their surroundings in the Old Towne Sub-Area.		
Goal 9.3.2	Encourage commercial and retail on the first floor with residential apartments above on River Street in order to appropriately manage this section as the transition from the New Downtown to historic Main Street.		
Goal 9.3.3	Enhance streetscape elements by incorporating streetlights, street trees and signage in the Old Towne Sub-Area.	SEE DISCUSSION ON PAGE 2.	SEE DISCUSSION ON PAGE 2.

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS		ALTERNATIVE APPROACHES	
Land Use and Development • Town Core • Checkerberry Sub-Area					
Goal 9.4.1	Require structures to be placed close to roads with parking areas on the side or rear of lots to improve aesthetics and enhance pedestrian connections.	Section 444	M4 District Dimensional Requirements. 20,000 sf minimum lot size. 20 foot minimum front setback. 40% maximum building coverage. 60% maximum lot coverage. 4 stories maximum height. 7 dwellings per 4,000 square feet maximum residential density.	71	Revise Section 804 to make the referenced provisions mandatory rather than guidelines (shalls not shoulds).
		Subsection 804.5	Special Provisions. Parking should not be allowed to dominate the site. Parking spaces should be limited to the needs of the use. Some front yard parking may be allowed at the discretion of the DRB, but parking lots should be behind or on the side of buildings. Where parking lots are visible from the public street, appropriate landscaping should be included.	72	Establish a minimum and maximum front yard setback (recommend 20 min and 80 to 100 max feet).
				ALSO SEE DISCUSSION ON PAGE 2.	
Goal 9.4.2	Encourage public green spaces and small parks throughout this planning area.	Subsection 852.15	Residential and Mixed Use PUD Open Space Requirements. The proposal shall provide for the preservation and maintenance of open space which is designed to be an integral part of the whole development. 20% minimum open space requirement in R1, M1, M2, M3, M5, M6, and DB1 districts.	73	Require multi-family dwellings to incorporate outdoor living space and amenities for residents (as described in greater detail above).
				74	Require large PUDs to provide public parks and pedestrian/bicyclist amenities.
Goal 9.4.3	Encourage mixed uses utilizing planned unit developments for uses such as multifamily residential, retail, offices, hotels, incubator spaces, and research and development facilities.			75	Require PUDs for greenfield development that includes a master plan for all the commonly-owned contiguous property to ensure coordinated site planning and access.
				76	Require large PUDs to provide public parks and pedestrian/bicyclist amenities.
Goal 9.4.3	Encourage commercial and retail uses along property directly abutting Route 7 in the Checkerberry district.			77	Break M4 district into multiple districts and reshape the extents of the Checkerberry area to exclude undevelopable land (recommend a primarily business district south of Route 7 and extending 200 to 600 feet on the north side of the highway, a primarily residential district behind the Route 7 frontage to the north, and a mixed-use village district around the West Milton Road intersection).
				78	Establish a minimum and maximum front yard setback (recommend 20 min and 80 to 100 max feet).
Goal 9.4.4	Promote a positive image and guidelines for enhancing the southern gateway into the Town of Milton.			79	Establish architectural standards for building facades, particularly for buildings fronting on Route 7 as part of a new business district for the Checkerberry area.
				80	Provide specific site planning and design standards (landscaping, signage, outdoor lighting, etc.).
				81	Require applicants for major projects to submit a landscape plan prepared by a licensed landscape architect.
				ALSO SEE DISCUSSION ON PAGE 2.	
Goal 9.4.6	Evaluate the 2007 Route 7 Land Use Study's recommendation to properly plan land uses around the potential I-89 exit so that this area does not compete with the New Downtown.			82	Zone the land along West Milton Road east of the interstate as a mixed-use village center and west of the interstate as an employment center with neither district allowing for large-scale retail or auto-oriented services.

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS		ALTERNATIVE APPROACHES	
Objective 9.4.6.c	Carefully define the appropriate scale and character of land use around a future interchange and update zoning and building standards to ensure suitability of development.			83	Incorporate strong access management provisions into the new districts that would limit the number of new curb cuts in the vicinity of the interstate that could conflict with future highway infrastructure or traffic patterns if Exit 17a were to be constructed.
				84	Avoid the subdivision of any additional frontage lots in the vicinity of the interstate.
				85	Increase minimum setback requirements in the vicinity of the interstate to accommodate any future need for road widening or realignment.
Objective 9.4.6.d	Advocate for the reservation of a right-of-way along Route 7 to accommodate any increase in volume a potential new interchange may generate.			SEE DISCUSSION ABOVE.	
Land Use and Development • Town Core • Eastern Transition Sub-Area					
Goal 9.5.1	Encourage public green spaces and small parks throughout this area.	Subsection 852.15	Residential and Mixed Use PUD Open Space Requirements. The proposal shall provide for the preservation and maintenance of open space which is designed to be an integral part of the whole development. 20% minimum open space requirement in R1, M1, M2, M3, M5, M6, and DB1 districts.	86	Require large subdivisions or PUDs to provide public parks and pedestrian/bicyclist amenities.
Goal 9.5.2	Dimensional standards should be reviewed in this sub-area in order to establish an appropriate level of density that transitions between 10,000 square feet to 10-acre zoning.	Section 304	R1 District Dimensional Requirements. 10,000 sf minimum lot size. 20 foot minimum front setback. 40% maximum building coverage. 50% maximum lot coverage. 3 stories maximum height.	87	Rezone the lots on the east side of Railroad Street from the M5 to R1 district.
		Section 364	R7 District Dimensional Requirements. 40,000 sf minimum lot size. 20 foot minimum front setback. 40% maximum building coverage. 25% maximum lot coverage.	88	Extend the R7 (Beaverbrook) district north to encompass all the land currently in the R1 district east of the lots fronting on Railroad Street on either side of East Road and including the Maplewood and Hunting Ridge subdivisions.
		Section 454	M5 District Dimensional Requirements. 10,000 sf minimum lot size. 20 foot minimum front setback. 40% maximum building coverage. 50% maximum lot coverage. 3 stories maximum height. 1 dwelling per 10,000 square feet maximum density.	89	Require major subdivisions to be designed as PUDs following conservation subdivision principles with clustered homes and conserved open space.
				90	Allow for attached single-family homes and cottages.
				91	Reduce the maximum residential density to 1 dwelling per 40,000 square feet but allow for creation of small (10,000 to 20,000 sf) lots.
				92	Offer density bonuses for residential development that furthers community goals (land conservation, green building, public access, affordable/elderly housing, etc.).
Land Use and Development • Entire Town Core					
Objective 9.6.1.a	Review the town's access management guidelines and encourage development of a secondary road network.	Section 816	Access Management. The Development Review Board shall require common access roads to serve multiple properties and/or lots located along state highways.	93	Limit parcels to 1 curb cut unless otherwise approved by the DRB to address site-specific conditions and clearly state that the right to subdivide does not convey a right for each new lot to have a separate curb cut.
		Section 816	Access Management. If a proposed development is anticipated to generate an amount of vehicles per day which may and/or will involve improvements to existing roadways, the Development Review Board may require the applicant to include a right-of-way easement for a future access road.	94	Establish clear criteria for retrofitting pre-existing nonconforming access and require access be brought into full conformance as part of any major project or before any increase in impervious surface is permitted on the property.
		Section 816	Access Management. The Development Review Board may require fewer access points be provided and access combined by common parking areas and/or common access roads internal to the lots.	95	Require applicants for major projects to provide shared and cross access whenever physically feasible, particularly along Route 7.
				96	Establish a maximum width of curb cuts (recommend 30 to 40 feet) and allow the DRB to approve wider access if needed to accommodate regular traffic by large trucks or buses.
				97	Prohibit creation of cul-de-sac or dead-end roads except as necessitated by natural constraints, particularly in the town core area.

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS		ALTERNATIVE APPROACHES	
Objective 9.6.1.b	Develop fully linked systems to include sidewalks, bike paths, and bus and rail service.	Subsection 817.1	Pedestrian Circulation. In the M1, M2, M3, M4, M5, M6, DB1, and R1 zoning districts, sidewalks or multi-use paths shall be required along public streets and roads and may be required along private streets and roads.	98	Adopt an official map as recommended in the Route 7 study that would provide for a network of interconnected streets, sidewalks and multi-use paths.
		Section 819	Bicycle Parking Space. At least one bicycle parking or storage facility shall be provided for all uses subject to site plan review. Additional such facilities may be required as deemed necessary by the Development Review Board.	99	Require applicants within the town core to provide covered bicycle storage for employees (could be limited to businesses of a certain size).
				100	Require all non-residential uses to provide 1 bicycle parking space per 10 vehicle parking spaces located within 200 feet of the building entrance.
				101	Require multi-family dwellings to provide each unit with enclosed storage space for household items like bicycles, recreation equipment, etc.
				102	Reduce parking requirements for development located within 1/4 mile of a transit stop.
Objective 9.6.1.c	Enhance pedestrian friendly environments incorporating streetlights, street trees, signage, and public spaces.	SEE DISCUSSION ON PAGE 2.		SEE DISCUSSION ON PAGE 2.	
Objective 9.6.1.c	Incorporate appropriate recommendations from the 2007 Streetscape Study and the Enhancing Route 7 public forum and survey into the Zoning Regulations.	SEE DISCUSSION ON PAGE 2.		SEE DISCUSSION ON PAGE 2.	
Land Use and Development • General Land Use and Development Pattern Goals					
Objective 9.14.1.a	Develop transition zones along the Route 7 corridor to encourage development of businesses that are important to the economy but that do not fit in downtown or in an industrial park.			103	Reshape the zoning districts along Route 7 as described elsewhere in this review with a goal of creating “nodes” of higher density/intensity uses separated by segments of residential and lower density/intensity uses (recommend that nodes be separated by a least a half mile).
				104	Refine zoning district uses and dimensional standards along Route 7 as described elsewhere in this review to create distinct “niches” for different types of businesses (small shops, services, offices and local eateries in DB1 - larger or more land consumptive businesses in M1 and M4 - very small businesses compatible with and located within residential buildings in M5 and M6, etc.)
Objective 9.14.1.c	Discourage a linear development pattern along the Route 7 corridor, and provide a minimum set of standards for road frontage appearance.			SEE DISCUSSION ABOVE.	
Objective 9.14.1.d	Encourage the relocation of existing businesses into transition areas designed to mitigate the problems caused by the current pattern of automobile oriented sprawl on Route 7.			105	Reduce the amount of land available for certain uses in order to guide them to the most appropriate locations by reshaping the districts, adjusting the dimensional requirements and refining the allowed uses as discussed elsewhere in this review.
Objective 9.14.2.a	Update the Town Comprehensive Plan to enable zoning alternative locations for companies that are in-between commercial and industrial entities such as research facilities, back-office services such as digital printing.			106	Refine the definition of light industrial and incorporate a performance approach that would allow light industrial uses generally where office uses are allowed if their impacts will be comparable (contemporary light industrial uses are often more similar to office uses than to traditional manufacturing).

TOWN PLAN POLICIES		RELATED TOWN REGULATIONS	ALTERNATIVE APPROACHES
Objective 9.14.2.b	To help simplify and streamline the Town's regulations, they should be amended as necessary to allow Staff to assume a greater role in reviewing applications for development.		107 Differentiate between minor and major site plan review, and allow administrative approval of minor site plans and amendments (this requires clear and specific site plan review standards). 108 Reduce reliance on planned unit development (cumbersome and complex approval process) to achieve desired land use and development patterns in the town core area. 109 Increase the number of uses that are permitted rather than conditional (recommend using scale as a criteria for determining whether a use should be conditional). 110 Adjust dimensional standards as needed to minimize need for waivers and variances.
Objective 9.14.2.b	Pre-application meetings with the Technical Advisory Committee should be encouraged to assist applicants in navigating the permit process.		111 Make a pre-application meeting mandatory for major projects.
Objective 9.14.3.a	Modify zoning surrounding the DB1 zone as necessary to include higher density residential building where appropriate along the Route 7 corridor, allowing more units to be accessible by walking and biking.		SEE DISCUSSION ON PAGES 3-5.
Objective 9.14.3.a	The areas around the DB1 zone should be gradually reduced density as they get further away from the core.		SEE DISCUSSION ON PAGES 1-2.