

the Norwich Town Plan, and by the Vermont Division for Historic Preservation. Methods to minimize adverse impacts include but are not limited to the following:

- a. Historic features, including stone wall and cellar holes, should be preserved and integrated into the site plan (e.g., driveways may follow stone walls) to the extent practical.
- b. Prior to development, on sites that have been identified as being archaeologically sensitive in the Town Plan or by the Vermont Division for Historic Preservation, the Development Review Board may require a site assessment to identify the presence and relative value of archaeological resources on the site, and to document the archaeological resource and/or recommend strategies for its protection.
- c. Development of the site shall be designed to maintain the historic context of the site as defined by historic structures located on the property and in the immediate vicinity of the site, and to minimize the impact of new development on the historic and architectural integrity of historic resources.

(C) **Development Envelopes.** The Development Review Board may require that Development Envelopes be designated to identify and limit the location of principal and accessory structures, parking areas, and associated site development, including road and utility rights-of-way or easements, on one or more portions of a lot to limit adverse impact of proposed development on any of the above features.

(D) **Mapping Resources.** The approximate locations of these features may be identified on the Norwich Geographic Information System (GIS) and on maps available at the Norwich Zoning and Planning Office. The Zoning Administrator will provide a “resource map(s)” to assist applicants in identifying features that should not be impacted by development.

Section 3.14 Driveways

(A) **Purpose.** The purpose of these specifications is to provide for the public safety, good, necessity and convenience of the residents of Norwich and users of private driveways in Norwich.

(B) **Application:**

(1) The following specifications for construction of private driveways shall be met for any private driveway serving one lot or one dwelling unit.

(2) Prior to issuing a permit for a new dwelling unit, the zoning administrator shall determine that the existing driveway or proposed driveway providing access to the dwelling complies with the design criteria in Section 3.14(C).

(3) Any driveway serving more than one lot or dwelling unit is required to meet the requirements of the Norwich Private Highway Specifications.

(4) A Norwich Highway Access Permit is required for driveways accessed from a Town highway. A VTrans permit may be required for a driveway accessed from a state highway.

(C) **Design, Layout and Construction Specifications.** Driveways are private roads providing access to a residence. The following specifications are the minimum design standards for providing access for emergency vehicles. Failure to meet these specifications may result in reduced access and protection for fire, rescue and medical emergencies.

(1) Minimum width of travel portion of driveway of 12 feet or 10 feet with 1 foot shoulders.

(2) All weather road surface and base capable of supporting 43,500 pound Gross Vehicle Weight vehicles with a 27,000 pound rear axle load.

(3) Maximum centerline grade of 12%.

(4) Minimum horizontal road curve centerline radius of 40 feet.

(5) Turnoffs every 500 feet or less if sight lines require.

(6) Driveways designed to allow a fire apparatus to park within a maximum of 100 feet of the house. Fifty feet is preferred.

(7) Houses located more than 1,000' from a town highway shall provide a staging area within 1,000 feet of the house for multiple emergency vehicles.

(D) **Waivers.**

(1) The Development Review Board may grant a waiver permitting portions of the driveway to be steeper than the above standards. In granting the waiver, the Development Review Board shall be required to:

- a. Find that due to special circumstances of a particular site, a less steep road will adversely affect significant natural or scenic resources, or the rural character, or that there is no reasonable access with grades conforming to the standards;
- b. Find that provisions can be made for a steeper road to provide access for vehicles using or servicing the driveway or area and, with the concurrence of the fire and police chiefs; and
- c. Require reasonable conditions that will, in its judgment, and with the concurrence of the police and fire chiefs, provide access substantially the

same for emergency vehicles as with the less steep road. Examples of conditions for improving access on driveways include but are not limited to:

- i) Additional turn-offs;
- ii) Greater width on corners;
- iii) Paving steep grades;
- iv) Improving fire protection with a residential sprinkler system or on-site water supply; and
- v) Special provisions to assure long term maintenance.

(2) The Development Review Board may grant a waiver of the requirements for a staging area if a residential sprinkler system that meets the requirements of NFPA 13D: *Installation of Sprinkler Systems in One- and Two-Family Dwellings and Manufactured Homes* with a minimum of 20 minutes of water is provided.

