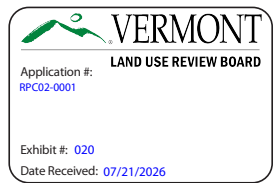




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To: Sarah Hadd, Land Use Review Board
From: Samantha Page and Nick Zaiac, Regional Planners
Date: July 21, 2026
Re: Preapplication Review Questions



Below is additional information that BCRC staff have compiled related to the LURB's preapplication comments on the draft 2026 Bennington County Regional Plan specific to the draft future land use map. The LURB's guidance regarding these questions would greatly assist BCRC staff in working with our commissioners and member municipalities to finalize a draft of the plan in fall 2026.

BCRC can provide supplemental information to the LURB, if requested.

- **Dorset – South Dorset Village Center / Raptor Lane**

The LURB requested additional information about South Dorset Village Center (the Raptor Lane Village Center) and the planning that the Town of Dorset has done to prepare for development of this site.

The Town of Dorset has conducted multiple iterations of planning to build community consensus on the plan for the Raptor Lane area.

- In September 2020, the Town of Dorset released the initial round of [master planning](#) for the 300-plus acre site. This process was completed under the leadership of the Raptor Lane Committee, "a [Selectboard-appointed] group of interested residents and business owners that embarked on a 12+ month study to review the property and outline short- and long-term options for uses that would benefit the community."
- In May 2026, the Town of Dorset partnered with CommunityScale to conduct a [housing market analysis for the town](#) and development scenarios for the Raptor Lane site. This analysis incorporated input from local stakeholders, including the Selectboard.
- In July 2026, further conceptual planning continues with public meetings and presentations of refined conceptual development plans. This conceptual planning is partnered with extensive community engagement to all property owners in Dorset.

Additionally, the Department of Fish and Wildlife (DFW) raised questions about the presence of significant natural resources within the proposed Village Center boundaries. In light of recent conceptual planning and the Town's commitment to being good stewards of the site, BCRC has

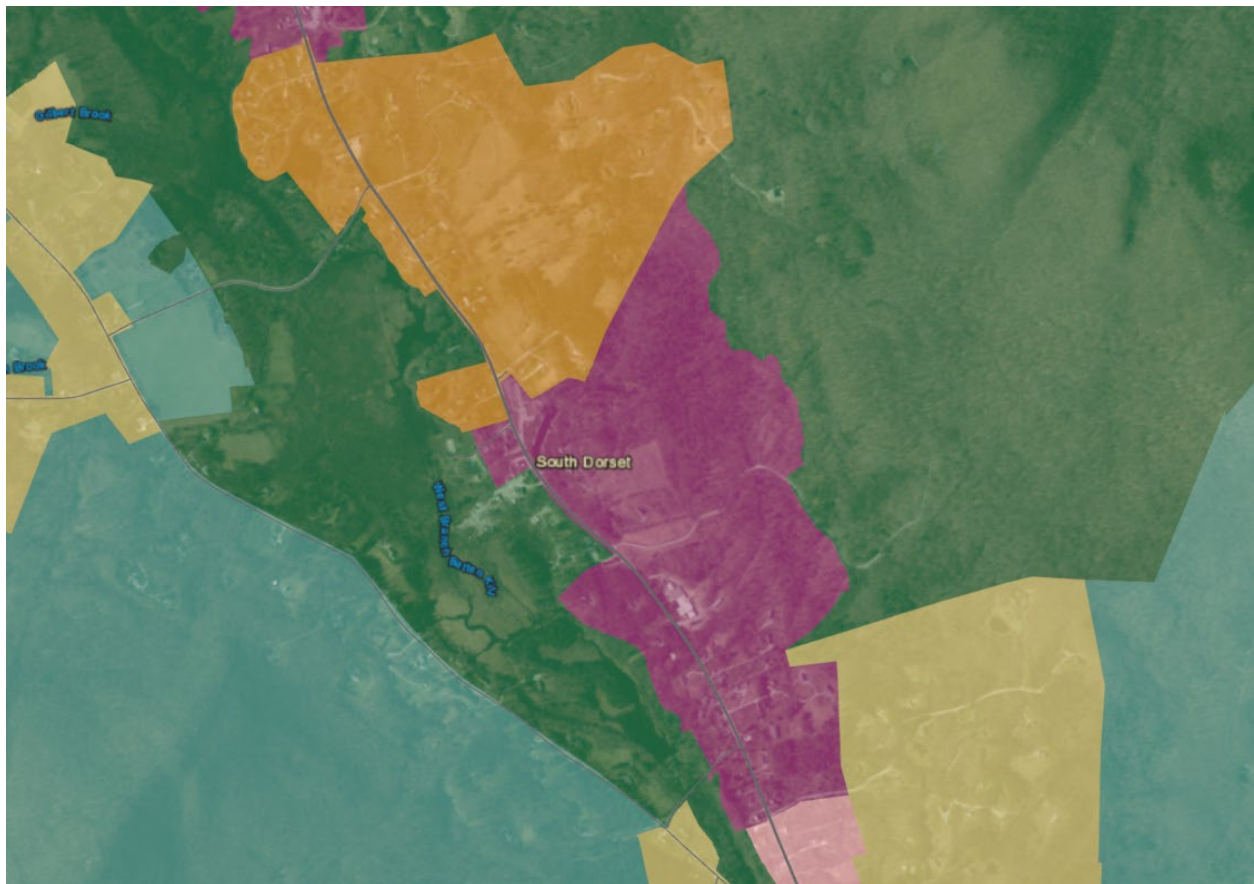


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drafted a revised Village Center boundary, in collaboration with the Town of Dorset, to exclude areas containing the rare wetlands, listed species, and associated habitat, while focusing development toward the southwestern and downslope portions of the parcel.

Does this revised Center and the additional planning context address the LURB's request for additional information and advisory recommendation?



Proposed South Dorset Village Center

- **Arlington – Arlington Village Area**

The LURB requested additional information regarding one Village Area in Arlington. "The village area west of the Batten Kill River along Route 313 is separated from the center by the Batten Kill River and its associated flood hazard area (proposed rural general and rural agriculture and forestry land use areas). The connection to the Village Center is a State Highway (Route 313)



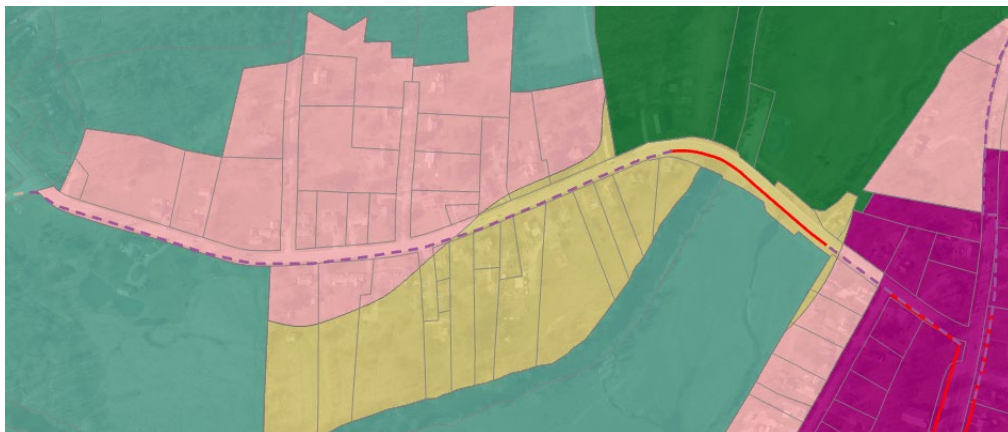
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that appears to have no pedestrian infrastructure. Please provide information on existing or planned connections.”

This area, known colloquially within Arlington as the "Water Streets," is an integral neighborhood within Arlington Village and is indeed connected to Arlington Village Center via either dedicated pedestrian or general Complete Street infrastructure. The core pedestrian connection over the Batten Kill River has existed in some form since at the latest 1985. The total road distance from the VT Route 313W at VT Route 7A to the western edge of the Village Area is approximately .85 miles and distance from the edge of the Village Center is about .75 miles.

Below is the Future Land Use map with BCRC's sidewalk layer (Red), and BCRC's conceptual bike/pedestrian layer (Purple).



Moving east to west from the center toward the Village Area:



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Photo credit: Google Maps

There is an existing marble sidewalk, somewhat covered in gravel and grass in places, between VT Route 7A and School Street, entirely within the Village Center but integral to its westward connection.



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Photo credit: Google Maps

A slightly widened shoulder on the south side of the road connects School Street to the sidewalk on VTrans Arlington Structure #00006. A slightly widened shoulder on the north side facilitates a connection to widened shoulder of the bridge.



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Photo credit: VTrans structure inspection report for Arlington Structure #00006 dated 6/4/2025

On VTrans Arlington Structure #00006, there is a sidewalk on the south side of the bridge as well as a widened shoulder on the north side of the bridge.



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Photo credit: VTrans structure inspection report for Arlington Structure #00005 dated 6/4/2025

Continuing westward to VTrans Arlington Structure #00005, there is a sidewalk on the south side of the bridge as well as a widened shoulder on the north side of the bridge.



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Photo credit: Google Maps (both photos)

Continuing westward from the end of the sidewalk at the end of the bridge, there is a widened shoulder on the south side of the road until Battenkill Lane.

ARLINGTON BENNINGTON DORSET GLASTENBURY LANDGROVE MANCHESTER MANCHESTER VILLAGE
NORTH BENNINGTON OLD BENNINGTON PERU POWNAL RUPERT SANDGATE SHAFTSBURY STAMFORD SUNDERLAND
WOODFORD



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Photo credit: Google Maps

Continuing westward from Battenkill Lane, through the continuously built-up area on the south side of the road, there is a flat grass shoulder (drainage infrastructure underground) with utility poles placed a few feet off the roadway, which sees pedestrian traffic.



Photo credit: Google Maps

Bearing special mention is the final segment, on parcels mapped Village Area on the north side of the road and Rural Ag and Forestry on the south side of the road. This is the sole portion of the corridor without viable pedestrian infrastructure, about .2 miles. A privately owned and

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maintained (but generally open to the public) trail network exists on the property mapped Rural Ag and Forestry which provides an off-road connection from the Village Area to just south of the VT 313W intersection with River Road. This diverts some pedestrians bound for popular recreational uses on River Road.