Appendix C

Town and Regional Plan Excerpts: Clear Written Community Standards

Town of Alburgh

Town Plan

Adopted July 26, 2011

minimum state standards for wastewater disposal are met.

Objectives:

N 3. Develop Town owned lakeshore in Alburgh Center.

N-4 Improve and develop additional bicycle-friendly facilities and address the need for safer bicycle routes through town

Land Use

Goals:

Maintain economically and environmentally sound farms in Alburgh.

To preserve and protect scenic resources, including significant scenic roads, waterways and views, and important landscape features of the town.

To ensure that development in Alburgh is compatible with existing land uses.

To ensure that development occurs in areas where it will not impact water quality.

To ensure that development occurs only in those areas where soils are capable of supporting it with adequate depth to bedrock, stability and which do not have high water tables.

Policies:

L-A. Discourage the subdivision of land into "spaghetti" lots, parcels of land that are exceptionally long and narrow.

L-B. Support the conservation of agricultural lands and natural resources with a variety of strategies including purchase of development rights and local policies that encourage conservation.

L-C. Protect water quality by limiting development in Wellhead Protection Areas, wetlands and along streambanks.

L-D. Protect Lake Champlain water quality by discouraging development along the lakeshore closer than 50 feet from the high water mark of 99 feet above sea level.

Municipal Buildings

A Town Office building was constructed in 2004 in front of the Fire department building that was constructed in 2003. The library that was once in the same building as the Alburgh Town Clerk's Office was moved into its own building, freeing up more space for both the Library and the Clerk's office.

The library is run mostly by volunteers with the help of the town, donations, grants. In 2003, eighteen volunteers donated 1,024 hours of their time. About 75% of their income comes from the town with the rest from grants, fund raisers and donations (Town of Alburgh, 2003)

Communications

Currently Alburgh is not served by a cable company but has been assigned a cable franchise by the State of Vermont., Grassroots Cable or Island Cable will be assigned to the town. People generally use conventional and satellite access television

The local telephone service is provided by Fairpoint New England with access to a variety of long distance providers. Residents of the town are able to access a variety of high kilowatt radio stations transmitting from Burlington, St. Albans as well as from New York and Canada.

There is one local daily newspapers published in the northwest region of Vermont, the St. Albans Messenger. The area is also served by a statewide daily, The Burlington Free Press. The County Courier, a weekly serving Franklin County and Alburgh; and the Islander, serving Grand Isle County also provide newspaper coverage for the town.

Proposals for new towers, upgrades to existing facilities, and upgrades to similar structures such as high voltage electric transmission lines must adequately address the following issues to be found compatible with this Plan:

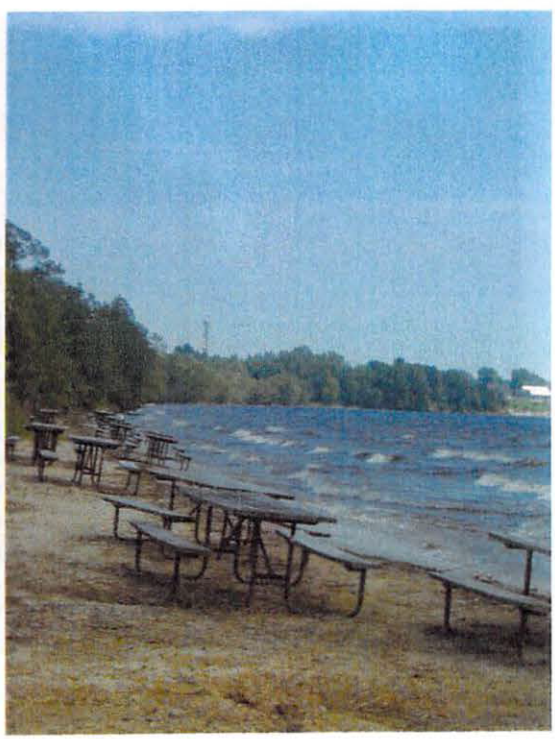
- All such facilities shall be located in appropriate areas, respecting the integrity of residential areas, aesthetic concerns, agricultural uses and natural resources. Protection of scenic beauty is of great importance.
- Wherever possible, facilities shall be co-located at or on existing structures or facilities, unless the Planning Commission determines that separate facilities will create less visual impact or disturbance to the community.
- Towers, related facilities and similar structures shall only be as tall as absolutely necessary. Where towers are located within treelines, they should be made

extendable, so they can "grow" with the trees, and maintain the minimum height above the treetops.

- Unless required by the FAA, towers shall not be illuminated. Where required, lights shall be shielded in order to minimize aesthetic impacts, and so that light is cast only where needed.
- Structures shall be designed to minimize aesthetic impacts. Equipment sheds can be hidden in trees; depending on site-specific circumstances, tower structures may be monopole or lattice, of appropriate colors and minimal reflectivity, or even disguised as steeples, trees or as part of silos. Towers, related facilities and similar structures shall be screened from view to the greatest extent possible.
- Electric or transmission lines shall be installed so as to minimize aesthetic and ecological impacts.
- Any permits granted for these facilities shall be for a limited time period. This will allow for periodic review, and new permit conditions reflecting advances in knowledge, experience and technology. Equipment shall be downsized as technology advances, and removed when no longer used or needed.
- Any towers, related facilities and similar structures that are not operated for a period of twelve (12) months shall be considered abandoned and hazardous to public health and safety, unless the owner of the said facility provides proof to the contrary through quarterly inspections. The owner shall remove the structure within 90 days of receipt of a declaration of abandonment from the Selectboard notifying the owner of such abandonment. A bond may be required to ensure that funds are available to accomplish these purposes.
- The Planning Commission may modify the above requirements if they determine such modifications to be necessary to protect public health, safety or welfare, or to promote the town goals outlined in this Plan.

Recreation

Alburgh is a town rich with recreational opportunities. Triangular in shape, the town is bordered on two sides by Lake Champlain, the town's population swells in the summer with people coming to enjoy Alburgh's lakeshore. In the winter ice fishing draws many outdoor enthusiasts, including many Canadian visitors. Many people access the lake from private land along the lake. Public access to the lake includes three public access points owned by Vermont Fish and Wildlife. Major public recreation facilities include the newly designated Alburgh Dunes State Park and the Alburgh Rail Trail. Smaller recreational facilities open to the public include the Alburgh Community Park and the park at St. Amadeus Parish.



Town of Benson
Comprehensive Town Plan

Adopted April 1, 2013

Open Space and Scenic Resources

Protecting Benson's open spaces and scenic resources for the enjoyment of present and future generations is a priority where consistent with efficient highway maintenance and safety considerations. Benson's diverse landscape includes rich agricultural lands, scenic ridges and wooded hills, unique wildlife habitats, streams and lakes, historic areas, and tree lined roads. A prime goal is to preserve and enhance Benson's uniqueness.

The Town has chosen not to specifically identify specific scenic roads, waterways and views but rather to consider the totality of the Town as such. These sites are far too numerous in Benson. Rather the Town has chosen to protect these sites by the 20 acres density requirement in the Land Use Regulations, the policy of no new roads and the restrictions on any major development. In addition, infrastructure limitations also protect these resources. Benson is a Town with tight clay soils and the cost of community water and waste facilities is prohibitive which discourages development

The Use Value Program was established by the legislature "to encourage and assist in the maintenance of Vermont's productive agricultural and forest land." Other stated anticipated outcomes include conservation, preservation, and protection of land and prevention of accelerated conversion to more intensive use.

The Vermont Land Trust has conserved many farms in Benson. Similarly, The Nature Conservancy has purchased land in Benson, and bought the conservation easements on land in Benson. The Poultney Mettowee Natural Resources Conservation District is protecting and replanting the clayplain forest in Benson. The Town should continue to support such efforts, especially when they protect water quality, watersheds, wetlands, and ecosystems.

Conservation Commission

State statute enables Towns to establish Conservation Commissions of 3-9 members. Conservation Commissions are advisory not regulatory in nature. The Town of Benson has opted not to establish a Conservation Commission.

Natural Resources Goals, Policies and Programs

1. Agriculture and Forestry

    - Support small and family farms and encourage development of additional small and family farms.
    - Encourage farming that provides a local food source to Town residents.
    - Support the conservation of land for agricultural usage.
    - Support clayplain forest restoration.
    - Encourage landowners to preserve trees and other vegetation in existing clay plain forest fragments.
    - Encourage the expansion of a "wooded corridor" that connects clayplain forest fragments along the edges of streams and rivers.

2. Water Resources

- Encourage the protection of the quality of ground water and water of our lakes, natural ponds, streams and rivers to protect drinking water, swimming, recreation, wildlife habitat, and fish consumption.
- Support the Partners For Fish and Wildlife project to protect stream and river banks.
- Encourage landowners to create buffer zones between waterways and agricultural and silvicultural land.
- Limit development along waterways, lakes and ponds.
- Discourage the use of pesticides and herbicides that contaminate water (both ground and surface waters).
- Protect wetlands from degradation.

3. Flood Hazard Areas

- Control development within the flood plain zones and enforce Town Flood Hazard Regulations.

4. Fragile, Unique Habitats and Open Space and Scenic Resources

- Preserve and enhance Benson's uniqueness.
- Encourage the identification and protection of ecosystems for rare, threatened and endangered species, environmentally fragile areas, critical wildlife habitats, wildlife corridors and unique natural areas in Benson, with the cooperation of landowners.
- Support efforts for ecological restoration.

5. Additional Goals

- Promote proper habitat for wild game and maintenance of naturally occurring plants and animals.
- Promote the preservation of lands and resources for recreational purposes.
- Support State efforts for compliance with State and Federal air quality regulations.

It is the Selectboard's policy not to accept or encourage new roads in Town. The Town has adopted State standards for access management of the Town's roads and the Town's land use regulations include restrictions on access to Route 22A; however, the State controls Route 22A access. The Town policy of restricting the construction of new roads and the implementation of several roadside ditching projects in recent years is reducing the negative impact of our road system on the environment.

A road classification system primarily based on types and volumes of traffic and connections to other roads and communities is used to group similar types of roads and allocate resources. Benson has no Class 1 roads; 14.960 miles of Class 2 roads; 36.61 miles of Class 3 roads; 4.18 of Class 4 roads; and 6.276 miles of State highway (Route 22A) for a total of 62.026 miles of highways.

In 2008, the Town discontinued all roads not included on the Town Highway map. Benson's transportation system is shown on the attached Community Facilities, Transportation and Education map.

The surface conditions of Benson's roads vary. Benson has mostly gravel roads, and a few paved roads. The paved roads are: Route 22A, Route 144, Hulett Hill Road, a portion of East Road, a portion of Lake Road, a portion of Sunset Lake Road and Stage Road in the Village area. The condition of these roads is good to excellent. The condition of gravel roads in Benson is largely dependent upon the weather conditions and season. Generally the roads are considered acceptable, and the Selectboard has created and updated a highway infrastructure report indicating conditions and areas for improvement. The report covers road surfaces, ditches, roadside trees, culverts, bridges and the 2000 foot storm drain in Benson Village. The Selectboard is responsible for the maintenance of the Town highways.

Generally, Benson is a rural Town and the highways are scenic rural roads. Many are tree lined with full or partial tree canopies. Vistas and long views of Benson's rolling landscape help to enhance the Town's charm and character. Roadside trees and vegetation have a role in erosion control as well as protecting the quality of our surface waters from road runoff. Protection of roadside vegetation is a consideration as well as maintaining safe visibility on Town Highways when doing highway maintenance projects.

Parking facilities in Benson are generally adequate at this time, except for the lack of parking in the village and in public access areas, such as along Sunset Lake and at Benson Landing and at the school. As the population increases, parking solutions need to be studied and recommendations considered for implementation. The Recreation Plan includes specific recommendations for additional parking in the area adjacent to the Town office and at the school. On road parking is authorized by the Traffic Ordinance at Sunset Lake when implemented by the Selectboard

Benson's Highway System

Minor Arterial Highways

VT 22A is the only arterial highway in the Town of Benson. A part of the National Highway System, VT 22A bisects Benson connecting Vergennes, to the north, with Fair Haven, to the south. Route 22A is the most important route for entering and exiting the Town, and is a heavily trafficked highway which is frequented by both light and heavy trucks, passenger vehicles and farm machinery. Traffic counts in 2002, 2004 and 2006 show adjusted average daily traffic (AADT) volumes ranging from 4,500 vehicles on the northern section to 3,400 to the south, with little or no change over that 4-

Unemployment Rate

Year	Unemployment Rate		
	Benson	*Rutland County*	*Vermont*
2000	2.6%	3.0%	2.7%
2001	2.8%	3.5%	3.3%
2002	3.8%	4.1%	4.0%
2003	3.5%	4.9%	4.5%
2004	2.8%	4.1%	3.7%
2005	2.4%	3.7%	3.5%
2006	2.6%	4.0%	3.7%
2007	2.4%	4.3%	3.9%
2008	3.2%	5.3%	4.5%
2009	6.8%	8.3%	6.9%
2010	6.6%	7.4%	6.4%
2011	5.9%	6.7%	5.6%
Source: VT Department of Labor			

According to the 2010 American Community Survey 5-Year Estimates, of the approximately 821 residents in Benson over 16 years of age, 535 were in the labor force. Forty were unemployed, which represented 4.9% of the civilian labor force. There were 286 people in Benson over the age of 16 who were not in the labor force.

Economic Development Goals, Policies and Programs

Tourism and agriculture are of importance to Benson's economy. Tourism brings customers to many of the Town's businesses; and for this reason, the Town's rural and scenic character and the well preserved ambiance of its village should be a consideration in land use decisions. There are 22 farms according to the most recent Listers' data and 14 woodland properties in the Town of Benson.

While Benson is a farming community, the Town also supports a range of other businesses and pursuits. There are 16 commercial properties and one commercial apartment in the Town of Benson according to the most recent Listers' data. The number of commercial properties has increased by 60% during the last 10 years. Business growth over the last decade has been steady, and additional businesses may move to the Town in the future. The most promising and undeveloped aspect of the local economy relates to tourism and recreation. The Town recognizes that tourism and agriculture are closely linked; and that the number of tourists will not increase if Benson's open and beautiful scenery is not maintained. The Town's economic goals are consistent with maintaining Benson's current landscape and maintaining environmental standards.

To improve Benson's economic base:

- Encourage the development of home occupations and cottage industries.
- Encourage the expansion of local businesses.
- Maintain the village core, the character of the Town, and the landscape and natural resources.

Town of West Haven
Town Plan

2009

3.0 Overall Goals and Objectives

3.1 Introduction

The Goals and Objectives of this Plan establish the overall direction for public and private actions that affect land use in the Town of West Haven. They are intended to guide the future growth and development of land and public services and facilities. They are also intended to guide the protection of the environment and the preservation of rare and irreplaceable natural areas, scenic and historic features, and special resources. Insofar as they address energy, they are the Town's statement of policy on the conservation of energy.

3.2 Overall Goals

It is the goal of the Town of West Haven to:

Land Use Goals

Maintain the historic settlement pattern of more densely settled villages and neighborhoods surrounded by working farm and forest land.

Protect and encourage the maintenance of agricultural lands for the production of food and other agricultural products. Conserve all working farmlands, particularly in the three primary farmland sections of town.

Encourage the types, locations and intensities of land use that are compatible with the long-term environmental and economic capability of the community.

Economic Goals

Nurture a strong and diverse economy that provides satisfying and rewarding job opportunities for residents and maintains high environmental and community standards.

Strengthen and protect the town's agricultural economy, including farming, forestry, and related activities.

Transportation Goals

Create a transportation system that promotes the other goals and policies of this plan and makes it easier - not harder - to direct efficient land use patterns and economic development.

Provide and maintain a transportation system that is safe and efficient.

Provide and maintain a transportation system that meets the needs of all segments of West Haven's population

Provide a level of public benefits from each component of the transportation system sufficient to outweigh the social, environmental, economic and energy costs.

Minimize transportation energy consumption and trips.

Water Quality

Improve or maintain water quality.

Establish public access, including visual access, to water and shoreline.

Maintain high quality groundwater and sufficient yields to adequately serve current and future residents of West Haven.

Wetlands Goals

Retain the present amount (no net loss) of significant (Class One and Class Two) wetlands and the values and functions that they serve.

Protect and enhance the ability of wetlands to provide values and functions of significance to the nation and state or of importance to the town.

Wildlife Habitat and Natural Areas Goals

Maintain and improve wildlife habitat and natural areas in the town and region to the fullest extent possible.

Cultural and Historic Resources Goals

Protect and preserve significant historic structures, sites, or districts; known prehistoric archeological sites; and areas where prehistoric sites are likely to be found.

Preserve the historic traditions and values that give West Haven its rural character and make it a special place to live.

Energy Goals

Conserve renewable and nonrenewable energy resources.

Reduce reliance on nonrenewable energy sources such as oil and gas, and increase use of renewable energy sources such as wood, methane, solar and wind.

Public Facilities, Utilities, and Services Goals

Provide educational opportunities that enable every child to become a competent, self-assured, caring, productive, responsible individual and citizen who is committed to continued learning throughout life and prepared for a world of rapid change and unforeseen demands.

Maintain a safe, secure learning environment where quality educational opportunities are provided to all students.

Provide an environmentally sound, and energy and cost efficient system of public facilities and services to meet present and future demands for fire protection, public safety, emergency medical services, water supply, sewage treatment, solid waste management and disposal, and other essential needs.

Provide the desired levels of public facilities and services, including Wireless and land-based telecommunications infrastructure to meet the needs of residents and businesses.

Encourage maximum flexibility for parents to have access to quality child care providers.

Recreation Goals

Maintain and enhance outdoor recreational opportunities and public access to them.

Establish and maintain a community based system of trails and greenways linking village centers, concentrated residential settlements, centers of employment and commerce, public places (eg. schools, parks, churches), and important recreation sites (eg. lakes, ponds, streams, vistas, woodland areas).

Protect and enhance the natural beauty and scenic characteristics of significance to local landscapes, including focal points and characteristics such as:

- landscape diversity,
- order and harmony of landscape elements,
- unique combinations of natural +/- or cultural features,
- distinctive distant views,
- foregrounds in harmony with distinctive distant views,
- skylines,

shorelines,
steep slopes,
agricultural and forest land,
traditional villages and streetscapes,
historic buildings and cultural features,
significant scenic roads and pathways.

Housing Goals

Provide housing that meets the needs of a diversity of social and income groups, particularly households of low and moderate income.

Provide safe, sanitary housing that is conveniently located to public facilities and services, and employment and commercial centers.

3.3 Overall Objectives

It is the objective of the Town of West Haven to:

Land Use Objectives

Work actively with landowners and land developers to achieve the goals, policies and objectives of this plan.

Approve subdivisions or developments only if they are consistent with the broad goals of the plan.

Conserve undeveloped lands surrounding existing built-up areas.

Discourage strip development along roads.

Base development densities for different areas of town on existing and desired settlement patterns, distance to and availability of town services, physical capability of the land for development, the presence of important natural resources, the size of parcels, the need for affordable housing, and consistency with goals and policies of the town plan.

Conserve the town's primary agricultural soils for agricultural uses.

Economic Objectives

Cooperate with other towns to maintain a balance between jobs created and natural growth in the region's workforce.

Participate in Act 250 reviews of business proposals that could accelerate development pressures in West Haven.

Support the creation of job opportunities that enable employees to use fully and develop their skills and abilities.

Support development of local businesses that create markets for locally produced goods and services or which themselves create value added products from locally produced goods.

Encourage manufacturing and marketing of value added agricultural and forest products.

Encourage use of locally grown agricultural and forest products.

Transportation Objectives

Manage roads to meet community level demand and maintain a rural character.

Analyze and compare a reasonable range of alternatives before supporting any new transportation projects, policies or improvements.

Examine alternatives in terms of environmental costs, energy use or

West Haven's primary water bodies–the Poultney and Hubbardton rivers- are both used for recreational and educational opportunities, as well as providing wildlife habitat and harboring archeological resources. In June 1991, the Lower Poultney River was designated as an Outstanding Resource Water (ORW) because of its exceptional natural, cultural, and scenic values.

Lakes and ponds constitute the other surface water resources in West Haven. Major lakes and ponds include Lake Champlain, Coggman Pond, and Billings Marsh Pond. These resources offer recreational opportunities as well as supporting warmwater fisheries. Recently, the discovery of aquatic invasive species, such as the water chestnut, potentially limits their uses. The Nature Conservancy has launched an eradication campaign to manage these aquatic plant infestations.

Discharges to the surface waters in West Haven occur from a variety of sources and involve a wide range of pollutants. Pollution occurs in the form of point source pollutants, or those discharged directly into the water body, and non-point source pollutants, which can include agricultural and other surface runoff that affect the water quality of the rivers and streams. When surface waters become polluted, humans can be affected directly through exposure to pollutant concentrations in the aquatic environment, or indirectly through exposure to secondary impacts, such as algal blooms associated with excessive nutrient discharges. Incidental contact with contaminated water, as well as the consumption of contaminated water or aquatic organisms can also affect human and animal health. Please refer to the Natural Resources Technical Appendix for a detailed discussion of specific pollutants affecting the Poultney and Hubbardton rivers, as well as West Haven's lakes, ponds and streams.

Wetlands

Wetlands are land areas that are saturated with water at least part of the year and include marshes, swamps, sloughs, fens, and mud flats and bogs. Wetlands provide important wildlife habitats, but also provide other benefits such as storing storm water runoff, purifying surface and groundwater supplies, recharging aquifers, controlling erosion, and providing areas for recreation.

Wetland losses may be incurred both directly and indirectly. In addition to direct loss of acreage, the quality of the habitat may deteriorate due to several factors– the infestation of exotic weeds, vulnerability to a variety of pollutants; litter from recreational users; and atmospheric pollutants that alter chemical compositions of wetland waters. Because of their many beneficial functions, direct loss of wetlands due to filling can have dramatic ecological effects besides habitat losses.[2]

The majority of West Haven's wetlands are found along the shore of Lake Champlain and East Bay; along the banks of Coggman Creek and the Hubbardton River; and in the northeast corner of Town. Horton Marsh, East Bay Marsh, Schoolhouse Marsh, Billings Marsh, and Coggman Marsh comprise the significant portion of West Haven's 1,300 acres of wetlands.

Ground Water

Ground water is water that has infiltrated into the soil through sand, gravel, or rock. The areas where groundwater is stored are called aquifers. An aquifer is a geologic formation containing enough water to

[2] Rutland Regional Plan, Rutland Regional Planning Commission

yield significant quantities to wells and springs. Places where groundwater is replenished by surface waters are known as recharge areas. Groundwater is drawn from aquifers through wells. Areas surrounding wells are called areas of influence. In the same way that pollutants introduced from watersheds can affect the water quality of streams, rivers, and lakes, contaminants can be introduced into groundwater supplies through areas of influence as well as through direct discharge to the subsurface (as through an abandoned well or leaky storage tank). Groundwater pollution in rural areas is primarily associated with agricultural practices, road salt, and septic tank problems.[3]

Groundwater is a critical water resource for West Haven. It meets the needs of residences, agriculture and businesses. Groundwater in the town is usually of high quality and quantity. According to the Water Supply Division of the Vermont Department of Environmental Conservation, 95 wells have been recorded for West Haven between 1967 and 2007. Wells drilled before data was kept by the department and still operating are unaccounted for in this analysis. Yields of these wells vary widely.

The approximate location of aquifers and recharge areas have been developed through geology, soils and well log data. The limestone and dolomite bedrock found to the east and west of Bald Mountain are conducive to the occurrence of bedrock aquifers. The eastern edge West Haven along the Great Ledge has been identified as the most productive areas in Town. Please refer to the Natural Resources Technical Appendix for a detailed discussion on types and classifications of aquifers.

4.4 Scenic Resources

In the course of planning for West Haven's future, it is important that the presence of high quality open space and scenic resources, broad scenic areas as well as scenic landmarks, are recognized and the integrity of such resources is preserved. Scenic resources have aesthetic, historical and economic value. Siting of future construction, as well as community facilities and infrastructure, should always consider the potential impact on the aesthetic qualities of the community and preserve the undisturbed integrity, wherever possible, of West Haven's quality scenic and open space resources. Scenic resources enhance the quality of life of West Haven's residents, but these resources are fragile. Use of these areas must be balanced with their protection and preservation so that misuse and overuse do not destroy the delicate balance of form and pattern that defines scenic beauty.

West Haven residents have identified the view from Bald Mountain, Buckner Preserve, and views along the Poultney River corridor to represent important scenic landmarks within the Town.

[3] Rutland Region Natural Environment Technical Report, Rutland Regional Planning Commission.

4.5 Natural Resource Implementation Strategies

Develop a program to ensure that agriculture remains a viable land use.

Create overlay zones to ensure protection of sensitive areas and resources.
Establish and implement voluntary programs for stream conservation and water quality protection.

Establish stream buffers that conserve water quality, natural habitats, wildlife movement and other ecological processes along the Poultney and Hubbardton Rivers and other important sections of streams.

Implement a program to inventory, evaluate and protect West Haven's scenic resources, including scenic roads.

In local zoning, require appropriate setbacks from surface waters for maintenance yards and storage areas for road salt, fuel, and other potential sources of pollution.

Establish a program to coordinate West Haven's stream conservation activities with other governmental plans and programs.

Encourage farms to protect stream banks by fencing animals out of waterways and developing appropriate crossing points.

Support Nature Conservancy projects on the Hubbardton and Poultney rivers.

Coordinate with neighboring towns to establish and implement an intermunicipal program for groundwater protection, study and monitoring.
Establish a program to gather more detailed information about the town's wetlands and evaluate their importance to the town.

Develop and implement a community-based wildlife conservation program. Encourage owners of existing developments, farms and forests to minimize the effects of their activities on biologically significant areas.

Establish a program to create and sustain functionally interconnected areas of lowlands, large woodlands and other areas of biological significance.

Create a program of incentives for landowners who protect and improve important wildlife habitats.

Create a program to encourage cooperation among adjacent landowners to protect and improve important habitats and corridors.

Work with the Historic Society to develop an overall program to study and preserve West Haven's rich past and important traditions.

Again with the help of the Historical Society develop a program to help citizens understand the importance of the town's prehistoric and historic resources and ways residents can help preserve them.

Enact regulatory tools that improve the energy efficiency of land uses.

Encourage management of woodlots for fuel production.

Educate citizens about the need for sustainable energy practices.

Make public buildings models of energy efficiency.

Distribute energy efficiency guidelines to homeowners planning major additions or renovations to existing structures and to landowners/builders planning new construction.

5.0 Transportation

5.1 Introduction

The Transportation Plan is based upon the information and analyses contained in the Transportation Technical appendix.

5.2 Present Facilities and Services

Transportation facilities and services in or available to residents of the Town include highways, rail, bus and paratransit, air, and trails for biking and walking.

There are 3.0 miles of state highways (VT Route 22A) and 35.2 miles of town highways in West Haven. The town's highways are further divided into two classes: Class 2 and Class 3. West Haven contains 12.6 miles (33 percent) of class 2 highways, which are those that are judged to be the most important in the community. The 22.6 miles of Class 3 highways are routes negotiable by a standard automobile on a year-round basis. All other routes, private and public, are Class 4 highways.

The condition of highways in West Haven is generally good. Surface conditions are adequate, although extensive sections of Main Road require attention. Initial examinations suggest that these sections may need to be rebuilt before being repaved in order to solve the problems.

None of the roads in West Haven are so dangerous so as to be classified as High Accident Locations (HALs) by the Vermont Agency of Transportation. The town recognizes, however, that problems do exist and should be addressed. Local officials have identified several safety concerns; more easily fixed problems are listed at the end of this section, while longer-term projects are described in the Technical Appendix.

Traffic volumes are well below design capacity. The average daily traffic on VT 22A in 1991 was estimated at 4640 trips in northern West Haven and 5090 trips in southern West Haven. The average daily traffic on Main Road was 440. Traffic on some roads is so low so as to raise questions about the need for continued maintenance by the town. The roads - TH 6 (Bay Road) and TH 26 (old 22A), - could be reclassified as class 4 roads if the town found that year round maintenance was not required. While West Haven has no officially designated scenic highways, several highways in the Town might warrant such a designation.

Given West Haven's rural nature, there is very little need for public parking. Parking at public buildings like the church and grange hall is generally adequate.

Transportation in West Haven is dominated by automobiles and highways. Although the town is not directly served by any other major modes of transportation, the existence of alternatives to traditional automobile travel needs to be recognized.

Access to freight oriented rail service is possible at Rutland. The nearest tracks pass south of West Haven through Fair Haven and Whitehall. The nearest air service is found at Rutland State Airport in

Town of Fair Haven

Town Plan

Adopted September 24, 2003 – Re-adopted 2008

and civic activities as well as provide a variety of housing opportunities.

These uses reinforce a compact development pattern consistent with Vermont's village centers. The character of existing residential neighborhoods will be protected as new development occurs throughout the village areas. Priorities for this district include restoration and reuse of existing structures, maximizing the use of public facilities and services, creating a pedestrian-friendly atmosphere, and fostering a vibrant commercial/residential center.

Gateway

The purpose of the Gateway Area at Exit 1 is to protect an area that has importance as a scenic entrance to the Town of Fair Haven and the entire State of Vermont, while providing for carefully planned commercial development.

The size and shape of commercial buildings to be constructed in this area shall reflect those found in the village. Access to this area will be controlled by limiting curb cuts to VT Route 4A and an internal circulation road for new commercial development.

Green space, landscaping to help screen parking from VT Route 4A and US Route 4, and other characteristics of the neighborhood criteria must be met in order to retain the flavor of an entranceway to a rural and historic small town. As elsewhere in the Town, restoration and reuse of existing historic structures in this district are encouraged, if existing or possible and reasonable.

Commercial/Industrial

The Commercial/Industrial areas provide for commercial and Industrial uses in selected areas outside of the Gateway, Village compact and Exit 2 Areas. The four locales, which make up this area, are located:

On the southwest side of Town at the old Race track.
On the north side of Town at Exit 2 near its intersection with US RT 4 and VT RT 22A
On both sides of VT RT 4A at Exit 1; and
In the area on the north side of US RT 4 at the Airport.

Allowed uses in these areas will accommodate the future industrial/commercial growth of the Town and allow a sufficient mixture of parcel sizes, ownership patterns, and locations to service a variety of commercial and industrial needs.

Development must occur in a manner that minimizes environmental and aesthetic impact. Planning standards will include provision for buffer areas to lessen any impact on adjacent areas. Any new development must not overburden the road network or utility capacity and should use the existing rail network that runs through town.

Development will maintain the small town character of Fair Haven. These four commercial/industrial areas should be carefully examined through the planning process (within the next year planning window) to determine their ability to attract and retain businesses, with discussion of such issues as the restrictions to development in the zoning districts standards,

earlier sections of this plan. As such, the problems, implications and objectives specific to land use can be considered as a summary of the problems, implications and objectives described with each of the previous sections therefore, they will not be repeated here.

IMPLEMENTATION

The Town will promote the preservation of its character by maintaining the historic settlement pattern of compact village centers and designated outlying commercial and industrial areas, separated by rural countryside.

The Town will provide for residential and commercial growth consistent with this historic settlement pattern.

The Town of Fair Haven should create a Recreation Path Committee. This committee should develop the recreation paths along the Poultney River, Poultney bike trail, and upland parcels. These trails could be used year round and would become an important recreational asset for the Town. Even though the Town has made significant gains as noted above, there is still a shortage in the amount of land available for more developed facilities and programs such as those needed for non-school sports, adult and youth league sports and non-sport activities.

The Town will provide for the continued availability of agricultural and forest land by supporting and encouraging sustainable farming and forestry as viable economic enterprises.

The Town will cooperate with farm and forest landowners who are pursuing the permanent protection of their working land through local, state, and national programs that do not degrade the tax base but continues to participate in the existing tax structure.

Fair Haven Village will continue to serve as the commercial and municipal center of the Town.

The Village will be the highest priority location for future economic development opportunities.
Similarly, the Town will pursue development opportunities within the village, which are consistent with maintaining the character of Fair Haven neighborhoods and within the constraints imposed by topography.

Future growth shall be managed to occur at a pace that will not overburden the school system, police and fire departments, water and sewer facilities, transportation network, and available recreation land, as determined by the Planning Commission in conjunction with the facilities providing such services.

The Planning Commission will facilitate a community-wide discussion of Fair Haven's growth trends and vision for future growth so as not to over burden the capability of the land. In preparation for such discussion, the Commission and staff will conduct a future build out analysis based on existing regulations and proposed scenarios.

The Town recognizes that conservation, outdoor recreation, and open space lands are increasingly important to the well being of Town residents. In order to ensure that these lands

are available for future generations, the Town will develop an Open Space Plan. This Plan will include information on the location of significant agricultural and natural resources, high priority scenic areas, potential greenways and outdoor recreational areas, environmentally sensitive lands including flood plains, and water resources.

The purpose of this Plan will not be to exclude all development from these lands but to serve as a framework for prioritizing and developing a network of interconnected open space. A program for the protection of significant features identified in the Open Space Plan by public and private means will be developed.

Existing infrastructure will not be extended if the extension will utilize resources that may be needed for the future development of the village. Regulations shall protect the property values of private landowners by maintaining Fair Haven's small town character and the safety and welfare of its residents.

The water power available because of the sharp drop in the Castleton River between River Street and the West Street bridge was one of the main reasons for the original location of the village in 1779, and now again, Fair Haven could utilize this resource with the potential to use it for the electrical needs of the community.

Balance the needs of residential, commercial and industrial development with the needs of agriculture and the need of the citizens for a comfortable, pleasing environment.

Amend and improve Zoning Regulations, possibly adding a "Downtown Commercial Zone".

Find creative ways to further the goals and the quality of life in Fair Haven.

The Selectboard, in cooperation with the Planning Commission should encourage the development of office space on the upper floors of the down town buildings. This will utilize existing structures and plan for the future growth of existing home occupations that are in need of expansion, allow for the residents of Fair Haven to maintain their places of employment within Fair Haven as they continue to add additional employees without additional open space use.

The Selectboard, at the recommendation of the Planning Commission shall, if presented, create a Historic District.

The Selectboard, at the recommendation of the Planning Commission shall, if presented, create a Down Town Program and District.

The Planning Commission shall establish a Capital Budget Plan that supports the economical and appropriate use of the lands within the town borders.

The Fair Haven Selectboard should adopt a traffic Control Ordinance that will delineate traffic control features within the town. In addition to setting speed limits and stop sign locations on town roads, this ordinance should establish parking regulations for town highways and municipal parking areas. The Traffic Control Ordinance should limit parking to two hours in the Downtown Business District. In addition, it should create two 15 minute parking spaces in front of the Cleaning Center and Video One. Handicapped parking spaces on the easterly side of Main Street should be clearly marked with symbol painting and signs.

Roads and Bridges

Generally, arterial roads serve primarily to move traffic between principal traffic generators, collectors serve internal traffic movements within a town and connect it with the arterial system, and local roads provide access to adjacent land as their primary function.

The Utilities and Educational Facilities map (Map 2) depicts the transportation routes and facilities existing in Fair Haven today. Of Fair Haven's approximately 40 miles of roadway, 65% are town maintained, 30% are state maintained and the remaining 5% are maintained privately. Each town highway is classified as a major collector identified as a Class 2 town highway (8.15 miles) or a minor collector/local road identified as Class 3 town highways. (14.32 miles) The functional classifications of Fair Haven roads include a principal arterial, US RT 4; a minor arterial, Vermont Route 22A; one major collector including US Route 4; with the remainder classified as local roads.

Aggregate Travel Time To Work (In Minutes, 2000	19.8 Minutes
Vehicle Miles traveled for (Non-Interstate) State Highways, 2000	63758.0
Total Number of Accidents, 1997	7
Total Property Damage caused by Automobile Accidents, 1997	$18,500
Number of Injuries caused by Automobile Accidents, 1997	9
Number of Accidents involving fatalities, 1997	0
Lane Highway Mileage, 2001	0.048
Class 1 Highway Mileage, 2001	2.785
Class 2 Highway Mileage, 2001	8.16
Class 3 Highway Mileage, 2001	14.25
Class 4 highway Mileage, 2001	1.19
State Highway Mileage, 2001	10.636
Scenic Highway Mileage, 2001	0.0
Percent Population, which Drove Alone to Work, 2000	80.37%
Percent Population, which Carpooled to Work, 2000	13.56%
Percent Population, using Public Transportation to Work, 2000	0.0
Percent Population, which Motorcycle to Work, 2000	0.0
Percent Population, which Bike to Work, 2000	0.67%
Percent Population, Walking to Work, 2000	2.4%
Percent Population, using Other means to Work, 2000	1.05%
Percent Population, Worked at Home, 2000	1.95%

Source: Census 2000 File 3 (SF-3)

Due to its location within commuting distance of Rutland the Town has experienced significant increases in traffic along key commuting routes. In addition to Fair Haven's growing number of residents, commuters from surrounding communities travel through Fair Haven en route to and from US RT 4. As a result, levels of service, which are used to measure the effect on capacity of current roadway conditions, are likely to decline at

relief from harsh winter conditions.

Certain Fair Haven streams support populations of native trout, which are excellent indicators of a healthy aquatic environment. Native trout are extremely sensitive to increases in sedimentation and temperature that may result from incompatible land use activities. Some local streams are also home to stocked fish.

Flora, Fauna and Natural Communities

Fair Haven is also known to be home to certain rare species and natural communities -- species or communities that are restricted in occurrence relative to other species or communities, or that may have declined significantly due to natural or human-induced causes.

The largest unbroken wooded area in town is in what is known as the "North Woods", and involves roughly the northeasterly quarter of the town. Again there is much water there, including Inman Pond (our local water supply), the Howard Dam, the Sheldon Dam, and Old Marsh Pond ("The Marsh" locally). Also located in the "North Woods" is a very fragile "den", one of the only two presently viable habitats known to exist in the state, of timber rattlesnakes. Relatively few are ever sighted (and then never near the village), and their natural camouflage and ability to avoid people, even while gathering the sunlight so much needed for their survival, is probably the reason for their survival thus far. Until the early 1970s towns people hunted them for state bounties, and there seems to be much local prejudice, largely based on unfounded fears and ignorance of the snakes biology and habitat, against them. Local people, and for that matter everyone else, should be encouraged not to kill the remaining snakes, but to try to preserve this denning area near the very northern extreme of the snakes habitat. While the unusual coloring of the local snakes does not make them a subspecies, they do seem to be an endangered species in Vermont.

Scenic Views

Two major features dominate Fair Haven's landscape: the foothills of the Green Mountains and the Poultney River Valley. Much of Fair Haven's rural character and appeal results from the scenic vistas that can be observed in many parts of the town and include an interplay of villages, mountains, forested hills, unbroken ridge lines, farms, fields, rivers, streams, ponds and wood lands. Fair Haven is also fortunate to have many tree-lined streets in its village and along its outlying roads. Trees provide shade, beauty and habitat; can serve as food sources, and reduce air and noise pollution. They also can increase property values as much as 10%. Species in Fair Haven include the stately sugar maple.

Air Quality

There are a number of significant sources of air pollution in Vermont. The biggest source is the automobile. Several steps have been taken over the last years to improve the emissions from automobiles nation wide. However, while the controls have reduced the amount of pollution from each vehicle, the number of vehicles on Vermont roads and the number of miles they travel have increased dramatically. Although fuel-efficient vehicles are in popular use it is hoped that alternative energy sources will become available in the future. The increase in vehicles and road miles is a trend that is expected to continue into the foreseeable future.

runoff from hard surfaces such as roads and parking areas. In addition, groundwater resources may be
depleted where over-development increases impervious cover and decreases filtration.

Development of open land may reduce outdoor recreation alternatives.

It's becoming more expensive to purchase and maintain open land.

Fair Haven does not have a plan to protect its ridgelines from development.

Scenic views are extremely important to town residents, but they are increasingly threatened by factors ranging from increasing residential development pressures to the potential construction of wireless communications towers. The next generation of wireless communications maybe satellite and the need for sun-setting of existing tower sights is something that Fair Haven may need to consider.

Fair Haven contributes to air pollution through car emissions, wood and trash burning and other activities.

OBJECTIVES

Encourage the conservation of land for forestry, farming, natural resource functions, and recreation.

Promote a viable agricultural sector as a way to maintain open spaces and natural resources on private lands.

Educate residents as to the effect of human activities on Fair Haven's natural environment and human health.

Focus development in suitable areas and promote rates of development and methods that minimize impacts on Fair Haven's natural resources.

Research current and evolving strategies for the protection of natural resources. Maintain high air quality standards for current and future residential, commercial and industrial development.

Ensure that air quality standards are fairly and equitably applied to existing residential, commercial and industrial development, and not just to new residential, commercial and industrial development.

Wetlands and waterways should be protected against unreasonable incursions, in hopes that they may be enjoyed by future generations in much the same state.

The Town should keep apprised of the State's plans for lands and should request the right of first refusal if the State ever decides to sell land within the Town of Fair Haven.

Every effort should be made to preserve the Timber Rattler denning area, as the snakes have

never been known to do much damage, even though they are the source of much local legend.

Fair Haven should pursue all available avenues, both public and private, to preserve the Timber Rattle Snakes.

Relate development to potential pollution of off-site public and private water supplies. Investigate a mechanism and funding source for possible municipal acquisition of land either for public use or for species protection.

Encourage the use of the falls on the Castleton River for hydro power.

Residential, commercial, and industrial expansion should be compatible with the above long range goal that will enhance our quality of life, encourage local employment and improve our tax base.

IMPLEMENTATION

A Conservation Committee should be considered by the Planning Commission to help in determining the current and potential status of land use, identify threats to Fair Haven's natural resources, and develop plans for the preservation of these resources. This process must seek extensive public involvement in the creation of inventory maps to identify natural resources and potential sites of development and the development of an open space plan.

The Conservation Committee, Selectboard, Town Manager and Zoning Administrator will collaborate with local conservation and state agencies, and Fair Haven property owners on the promotion, enforcement and adherence to environmental regulations that protect water quality, wildlife and other natural resources and to conserve agricultural and natural areas. Efforts should be made to obtain funding and support for these purposes, including a Conservation Fund, if approved by voters, to provide seed money for conservation efforts.

The Fair Haven Economic Development Committee, Planning Commission and Conservation Committee should work with farmers, conservation groups, state agencies, legislators, and local businesses to develop marketing strategies and support sustainable agriculture, green industries and enterprises

The Planning Commission will design zoning and subdivision regulations in accordance with state and federal laws to protect croplands, water resources, scenic sites, wildlife habitat and other natural resources. The process of reviewing and modifying these regulations will include extensive public input. . The Recreation Path Committee and Conservation Committee will sponsor educational programs to foster appreciation of Fair Haven's natural resources.

The Selectboard shall support regional, state and national policies that promote the goals of the town plan.

The Planning Commission will develop specific regulations to require appropriate riparian buffers of natural vegetation to minimize the environmental impacts of future development. The Conservation Committee, Town Manager and Road Foreman will demonstrate best

Policies on Preservation of Resources

This is a statement on the preservation of rare and irreplaceable natural areas, scenic and historic features and resources for the town of Fair Haven. Most of these policies have been stated in other section of the plan and will therefore not be repeated here but rather referenced. The Referenced section is not meant to be restrictive, definitive or exclusive of other parts of the entire plan for the Town of Fair Haven. The policies put forth in this section are to be part of the policies as stated in the plan's entirety.

Furthermore the policies stated in this section are not the complete and final statement of the policies of the Planning Commission. The Commission reserves that right for itself and may make or promulgate such policies as it sees fit at any time. The planning process is a continuous process that will change and be redefined in a manor that is faster then the governmental process allows for in the written form of this plan and as such the sitting planning commission has the final authority as to it's policies and procedures. These policies should be clearly defined in the minutes of the Planning Commission as retained on file by the town clerk

1. Policies to identify, protect and preserve important natural and historic features of the Vermont landscape, Including significant natural and fragile areas; outstanding water resources, including lakes, rivers, aquifers, shorelines; wetland; outstanding land resources including significant scenic roads, views; and the quality of air, and encourage and strengthen agriculture and forest industries would be contained in the section on Natural Resources.
2. Land resources, such as mineral resources should be planned for use and development according to the principles set forth in 10 VSA section 6086(a) and the land use section as well as economic development section.
3. Policies to identify, protect and preserve important historic structures, sites, or district, archaeological sites and/or archaeological sensitive areas would be contained in the Historical Resources Section
4. Policies to encourage the efficient use of energy and the development of renewable energy resources would be contained in Energy Section.
5. Policies and Strategies to protect long term viability of agriculture and forest lands should be encouraged and should include maintaining low overall density and would be listed in the economic development and natural resources section and having the following objectives:

    1. The manufacture and marketing of value added agriculture and forest products along with the use of locally grown food products should be encouraged by forming a Farmers Market to be held

Town of Castleton
2010 Castleton Town Plan

Effective August 23, 2010

LAND USE AND GROWTH GOALS, POLICIES AND PROGRAMS

Goal

Provide for development that fits the character of existing development, functions in an efficient and coordinated fashion and supports the vitality of the community.

Rationale

The proposed land use patterns in this section are the basis for a preferred pattern of development. Proposed land use patterns are intended to accommodate future growth in harmony with the natural capabilities of the land and the ability of the town to adequately provide municipal services. Castleton's scenic and natural resources are among the town's primary assets. Future land use and development should proceed in such a way that these assets are protected and enhanced while establishing a built environment that is both functional and aesthetically pleasing.

Policy 1

Maintain a sound land use policy to regulate, preserve and encourage further growth and development.

Programs

- Restrict development in areas of severe limitations for septic systems unless they can be overcome through proper engineering and design.
- Adopt regulations for ridgeline development, shoreland, groundwater recharge areas and other identified natural areas to carefully regulate development in these areas.
- Generally restrict development on slopes in excess of 25% in grade.

Policy 2

Encourage orderly and attractive development of commercial uses.

Programs

- Discourage strip development.
- Create additional industrial zones.
- Encourage Bed and Breakfast establishments around the college, on Main Street and around Lake Bomoseen where there is an existing sewer line.

Policy 3

Maintain and protect the quality and character of historic settlement patterns.

Programs

- Study the feasibility of establishing design control districts to protect historic structures, particularly in the village area.
- Encourage future residential development to be concentrated where community facilities and services are currently provided.
- Establish a Zoning Ordinance section to regulate outdoor advertising through uniform sign codes.

- ❖ Channel non-residential growth into existing growth areas and areas serviced by sewer and/or water.
- ❖ Continue to require site plan review of all commercial development proposals to encourage the sound design, orderly maintenance and establishment of infrastructure responsibility.
- ❖ Encourage the preservation and renovation of existing housing stock.

Policy 4

Preserve agriculture, scenic resources and open space.

Programs

- ❖ Inventory significant scenic resources and open space.
- ❖ Contact area land trusts for assistance in inventorying landowners' interest in preserving scenic resources and open spaces.
- ❖ Provide economic incentives for those property owners keeping land in agricultural uses or maintaining open space uses.
- ❖ Ensure future development provides for adequate streets, utilities and open space and the preservation of the character of surrounding properties.
- ❖ Support use-value taxation, cluster subdivision techniques and other methods of conserving agricultural land and open space.
- ❖ Encourage the inclusion of greenbelts and common land areas in subdivision design.

Aerial view of Lake Bomoseen

ENERGY GOALS, POLICIES AND PROGRAMS

Goal

Reduce energy consumption where possible.

Policy 1

Improve energy efficiency of town operations as well as public, commercial and residential buildings.

Programs

- Encourage all new public and commercial construction to meet advanced energy standards.
- Encourage residents to take advantage of NeighborWorks of Western Vermont for energy efficient testing and loans for insulation, windows, etc.
- Encourage residents and businesses to utilize the resources of energy efficient programs such as "Efficiency Vermont" and CVPS's economic development incentives to help improve home and commercial energy efficiency.
- Conduct an energy audit of public buildings to evaluate potential energy savings and encourage local businesses to do the same.
- Encourage installation of outdoor lighting in accordance with the guidelines in the *Outdoor Lighting Manual for Vermont Municipalities.*
- Encourage the use of renewable sources of energy such as wind, solar, wood and methane.

Policy 2

Promote more energy efficient methods of land use and transportation.

Programs

- Encourage siting of buildings so as to reduce energy costs, such as solar orientation, use of natural windbreaks and shade trees, and development in previously existing growth centers.
- Allow flexibility in the siting of solar energy systems in the Castleton zoning regulations.
- Encourage the use of carpools, vanpools, and public transit for commuters and others.

Policy 3

Educate and encourage citizen participation in statewide and local energy conservation programs.

Programs

- Form a Castleton Energy Committee.
- Use Town Meeting Day to increase energy awareness.
- Promote energy conservation programs such as Button-Up VT, Way-To-Go commuter challenge and Vermont Community Energy Mobilization Project.

NATURAL RESOURCES

The natural environment has played an important role in shaping Castleton's image, appearance and attractiveness to town residents, seasonal homeowners, and tourists alike. Lake Bomoseen is one of the most actively used water bodies in Vermont and clearly of great importance to Castleton's

seasonal visitor economy. Many rolling forested hills and mountains, quiet trails, and scenic rivers, ponds, and wetlands round out the town's lush landscape. Castleton Natural Resource Maps 1 and 2, located at the end of this section, depict each of Castleton's principal natural resources as well as areas of land use regulation designed to protect natural features as well as the health and safety of humans and wildlife. These maps are referenced frequently throughout the detailed discussion of Castleton's natural resources that follows.

Climate

Castleton's climate is classified as humid, continental, with cool summers; meaning there is wide daily and annual variation in temperature and variability between the same seasons in different years. The average annual precipitation in the town ranges from 38 to 42 inches and the mean annual snowfall is just less than 60 inches. Higher elevations may, however, receive considerably higher amounts of precipitation. The average wind speed is slightly higher in the winter months and predominately from the northwest, while during the summer months the prevailing winds are from west-southwest. Sun orientation generally ranges from northeast to northwest in the summer and southeast to southwest in the winter.

Topography

The Town of Castleton is located entirely within the Taconic Range characterized by rugged mountains with irregular topography and elevations approaching 2,200 feet. The town may be further subdivided into the Taconic Foothills and the Taconic Mountains. The western half of the town consists of Taconic Foothills, which are a series of oval shaped, north-trending hills averaging 500 feet in elevation. The higher elevations of the Taconic Mountains rise in the eastern half of the town, including Bird Mountain (elevation 2,216'), Grandpa's Knob (elevation 1,976') and Blueberry Hill Peaks ranging in elevation from 1,245 to 1,918 feet.

Geology

The geological formation of the town accounts for deposits of slate. The most common formation underlying the town yields purple, gray, green, and variegated slates, important sources of commercial slate, particularly in the western foothill portion of the town. The West Castleton formation is another dominant geological formation in the town. This formation is a gray to black slate of limited economic importance.

Agriculture and Forest Resources

Agriculture and silviculture are not only important economic activities in Vermont, but are also the foundation of a highly valued rural lifestyle and a significant factor in shaping the landscape. Land capable of supporting agricultural uses requires prime agricultural soils as well as moderate slope, adequate parcel size, and access. Like agriculture, forestry is an important activity in the state and region. Lands capable of supporting forests are critical to the support of silviculture, a Vermont tradition, as well as providing wildlife habitat, and places for recreation.

Primary agriculture soils are depicted on Castleton Natural Resources Map 2. The Natural Resource Conservation Service (NRCS) has classified Vermont's soils into four categories with respect to their potential for agriculture – highest, good, low and limited. NRCS recommends that highest and good categories qualify as primary agricultural soils as defined in Act 250. These classifications only consider physical and chemical soil properties. They do not consider location of specific areas,

on-site evaluations are conducted by appropriate staff. The recommendations in the draft buffer procedure are directed at projects subject to Act 250 permitting or other Agency of Natural Resources regulatory programs.

The Vermont League of Cities and Towns has produced a model riparian buffer ordinance and technical paper to offer guidance to towns that are interested in adopting regulations that protect and conserve riparian buffers. The model riparian buffer ordinance can easily be modified and incorporated into existing land use regulations. It can also dovetail with the objectives of the National Flood Insurance Program and River Corridor Protection Plans.

Air Quality

Air quality has a great impact on the quality of life and the ecology of an area. Due to relatively low emission densities and relatively favorable meteorological conditions, ambient concentrations of locally generated pollutants are relatively low in Vermont by national standards. However, the Air Pollution Control Division has reported the Rutland area's particulate matter levels to be among the highest in the state, while 24 hour sulfur dioxide levels are higher than the Burlington area's. Nitrogen dioxide levels are comparable to or lower than other parts of Vermont. Overall, the Rutland Region's air pollution levels have not violated EPA standards for air pollutants. Town's like Castleton can help to maintain and improve air quality by promoting the use of public transit and car pooling, enforcing prohibitions on the burning of trash, and protecting forest resources, which can help to filter out a number of potentially harmful pollutants.

Open Space and Scenic Resources

In the course of planning for Castleton's future, it is important that the presence of high quality open space and scenic resources, broad scenic areas as well as scenic landmarks, are recognized and the integrity of such resources is preserved. Scenic resources have aesthetic, historical, and economic value. Siting of future construction as well as community facilities and infrastructure should always consider the potential impact on the aesthetic qualities of the community and preserve the undisturbed integrity, wherever possible, of Castleton's quality scenic and open space resources.

Town of Ira

Town Plan

Adopted December 7, 2009

wetlands, streams and rivers, coupled with a low water table in much of the Town, directly affects the capabilities of the land to support development.

The varying land uses taking place in a watershed play a critical role in the quality of the water draining from it and the ability of a watershed to support economic activities such as agriculture, and recreational activities like swimming, boating and fishing. Surface waters and wetlands also serve as habitat for wildlife and as an important component of the hydrologic cycle.

Ground water is a critical resource for Ira, as most residences depend on private wells drilled into underground aquifers. Aquifers are recharged through the infiltration of surface water. Pollutants introduced into areas of influence surrounding wells can contaminate the groundwater used in residences.

Earth Resources

Although no formal mapping or inventory has been undertaken, some sources of sand and gravel are likely to exist in Ira, as well as sources of aggregate (crushed rock). None is in use today, but there was a gravel pit located where the development at Sunrise Place is now located, and gravel has been excavated from a small site on the north side of the West Road west of the bridge. Commercial sand and gravel excavation from streambeds is now prohibited by State law.

Statewide, sand and gravel resources are increasingly in short supply. Certain grades of gravel such as that used in leach fields for subsurface sewage disposal systems and for some types of sub-base in roads are particularly in short supply. The Town of Ira purchases sand and "shur-pack" for its roads, annually. The Town should identify potential sources of material not in Ira's Highland Conservation District which are of sufficient quality, and for which the impacts of extraction can be successfully mitigated.

Scenic Resources

In the course of planning for Ira's future, it is important that the presence of high quality open space and scenic resources, broad scenic areas as well as scenic landmarks, are recognized and the integrity of such resources preserved. Scenic resources have aesthetic, historical and economic value. Siting of future construction, community facilities and infrastructure should always consider the potential impact on the aesthetic, as well as the physical health of the community. Wherever possible, development should be located and tailored to preserve the undisturbed integrity of Ira's quality scenic and open space resources. The undeveloped mountain peaks and ridgelines in Ira's Highland Conservation District, especially those close to municipal boundaries and described in the appendix to the Plan, define and frame the Town. They are prominent physical features which make up much of the Town's land mass and unique character, and are visible from many communities in the region. They provide the backdrop for a very rural and sparsely settled community that has no commercial land use and is therefore quite peaceful.

Goals and Objectives

Goal 1
Protect and preserve the natural features in Ira, particularly the areas of high elevation, and promote land uses appropriate to the natural character of the land.

Objective
Keep the rugged and poorly accessible mountain and forest areas free from development and reserved for forestry and other suitable uses.

Objective
Further identify and map areas of particular scenic and ecological importance to the community and the environment.

Objective
Maintain or improve surface water quality to protect drinking water, aquatic habitat, and recreation.

Objective
Encourage pollution abatement in the Town's water sources.

Objective
Activities that are potential sources of non-point pollution, including but not limited to agriculture and silviculture, should be conducted as follows:

(a) Logging practices should follow Acceptable Management Practices developed by the Vermont Agency of Natural Resources or other practices recognized by public agencies or professional associations.
(b) Agricultural activities should follow Best Management Practices for Agriculture.

Objective
Encourage development which will minimize run-off in vulnerable areas.

Objective
Continue to support the road crew in employing gravel road maintenance techniques that prevent soil erosion and road surface deterioration.

Goal 2
Maintain and enhance the quality of ground water resources and their resource protection areas from adverse development.

Objective
Encourage on-site sewage disposal systems to be installed in appropriate areas.

Objective
Land use activities, which potentially threaten ground water quality, should be carefully studied to prevent undue loss of groundwater quality.

In general, there are two kinds of aquifers, unconsolidated and consolidated. Unconsolidated aquifers are mainly composed of materials such as sand and gravel. The coarse texture of these deposits typically allows for storage of large volumes of groundwater. Consolidated aquifers, also known as bedrock aquifers, are composed of fractured rock. These aquifers differ from unconsolidated aquifers because there are no spaces between individual grains of rock materials to store and transmit water. Instead, water is stored and transmitted in the fractures, joints, or faults in the rock.

Like other water resources, groundwater aquifers have also been classified for management purposes by the state of Vermont. According to the system used by the state, aquifers are assigned to one of four classes (I, II, III, or IV), which are based on existing and potential use as well as risk of exposure to contamination.

Class I aquifers are aquifers suitable for public water supply, with uniformly excellent character and no exposure to activities posing a risk to current or potential use as a public water supply. Class II aquifers are suitable for public water supply and have uniformly excellent character but are exposed to activities that pose a risk to current or potential use as a public water supply. Aquifers suitable as a source of water for individual domestic water supply, irrigation, agricultural use, and general commercial and industrial use are designated Class III aquifers. Class IV aquifers are not suitable as sources of potable water but are suitable for some agricultural, industrial, and commercial use.

All aquifers are initially classified as Class III aquifers. Individual aquifers may then be reclassified to prohibit activities or recognize influences within the area that threaten or affect its quality.

Scenic Resources

Scenic resources have aesthetic, historical and economic value, enhancing the quality of life of Ira's residents. There are many pleasing views and vistas available to travelers on the Town's existing highways. Route 133 extends lengthwise through Ira valley, which contains a large portion of the Town's open and agricultural low lands; the southern portion of the valley is flanked by steep, wooded ridges to the east and west. To the east is the ridge running along the boundary with Clarendon, which includes Susie's Peak. To the west is Train Brook Ridge running along the boundary with Middletown Springs. The West Road also provides travelers with pleasing views of other working farms, yet from generally higher elevations, and in some places, with long-range views across neighboring towns to Killington, Pico and Shrewsbury peaks.

The Ira Birdseye Road in North Ira also affords travelers with excellent views of the steep mountains that flank that portion of Town. To the east is a long ridge extending from near Spruce Knob at the south end (where the boundaries of Ira, Poultney and Middletown Springs intersect) to Route 4A at the north end, which includes Herrick Mountain and the peak of Ben=s Slide. The undeveloped ridgelines lying along Ira's boundaries with Clarendon and Poultney are prominent viewsheds visible from many municipalities in Rutland county.

Town of West Rutland

Town Plan

Adopted November 13, 2012

Metamorphism of Sediments

In Middle or Late Ordovician time, the unstable belt stopped sinking. It was as if the land areas to the east rose and moved westward causing a "squeezing" of the sediments in the unstable belt. The solid rocks were folded, and some of them (particularly the marbles) flowed or oozed plastically, becoming thicker in some places and thinner in others. The limestone was metamorphosed to very finely crystalline marbles (locally known as "lime"); and the mudstone became slate. Also, the sandstone and mudstone far to the east slid westward across West Rutland on a thrust fault. The Taconic Mountains, and Herrick and Bird Mountains near West Rutland, are interpreted as parts of this thrust sheet.

Erosion: Following the "mountain building" of Late Ordovician time, we have no geologic record for the West Rutland area until the last million years. Evidently the old mountains wore down, but there may have been later times of "squeezing" and mountain building.

In the last 50 million years the region may have been a land area that was being eroded. Just before glaciation, the land looked about as it does now - the main hill and valleys were there.

Glaciation*:* In the last million years or less, continental ice sheets oozed slowly southward in several main advances, separated by a melting back of the ice. The glaciers modified the landscape by scouring valleys, smoothing the hills, and depositing glacial drift. The melt water must have been torrential. The valleys of the Castleton River is underlain by a hundred feet of glacial and melt water deposits, these represent the "dirt" that lies on the marble.

Accessible and usable upland tables and gently sloping areas exist, creating the eastern boundary lands of the town. The soils are of the Nellis Amenia Association, which are well drained, loamy, deep, and apt to be stony. The soils are also found in the Whipple Hollow area and in the southeast corner of the town.

Soils: The severely limiting MuckPeat soils of the lower Castleton River Valley and the steeply sloping NassauDutchess soils of the high hills and mountains determine uses for the largest portion of West Rutland's land. Elevation, slope, shallow soils, and fragile vegetation require that extreme care be taken to protect these areas from uses that would promote erosion and change the ecological balance.

A moderately to severely limiting soil of the Strockbridge - Bernardson - Amenia Association lies in the southwest quadrant of the town, bounded in a semicircle from the Clarendon border north to the
Castleton River and then east from the Castleton border to the narrow West Rutland Gap. The soils are rocky, loamy, well drained, and deep. They form sloping upland tables useful for rural development and agricultural uses.

Recommendations:

1. Inventory and digitally map the existing quarries in the Town of West Rutland.
2. Encourage quarry owners to implement safety measures to protect citizens.

Scenic Resources

West Rutland lies in a valley that provides many opportunities for scenic vistas along the mountainsides surrounding the town. In West Rutland, almost the entire western side has a slope classification greater than 25%. In the northeast part there are also slopes greater than 25% as well as a few small areas located in the southeast part of town. These many hillside views provide a sense of enclosure to this community. Clark Hill, Durgy Hill Ridgeline between West Rutland and Proctor, Hanley Mountain/Grandpa's Knob/Taconic Mountain Range are specific scenic resources to be protected from industrial/commercial development.

Our wetlands play an important role in our ecosystem. They add not only to the scenic beauty of our area, but they add harmony and continuity to our area. In 2002, the Vermont Supreme Court wrote in a summary statement addressing aesthetics and 30 VSA 248, "*Under Vermont's Two-Part Quechee Test, a determination must first be made as to whether a proposed project will have an adverse impact on aesthetics and the scenic and natural beauty of an*

area because it would not be in harmony with its surroundings."

Industrial/Commercial wind turbines will have a significant adverse impact upon the scenic quality of our ridgeline vistas and as such, will have a negative impact on the aesthetics of the community for its residents. Industrial/Commercial wind development in the Town of West Rutland is prohibited.

Goal 1:
Encourage landowners to avoid undue adverse impacts on natural areas and scenic resources.

Water Impact:
Development in areas with excessive slopes are regulated as they may cause irreversible damage to the natural environment in the form of soil erosion, stream siltation and contamination of ground water. Upland slopes also perform a beneficial function in the replenishment of valley water tables. Rainwater and moisture occurring at higher elevations filters down through forest soils and accumulates in the basins of the watershed. Development of these slopes can result in a reduction of the surface area of absorption for precipitation, thereby degrading the quality of groundwater supplies.

Recommendations:
1. To continue to protect mountaintops and ridgelines with development restrictions and regulations utilizing specific Ridgeline Overlays.

WILDLIFE AND ENDANGERED/UNIQUE FLORA AND FAUNA HABITATS

West Rutland has many unique natural areas that provide habitat for a wide variety of wildlife. For example, the Marsh provides a natural environment for numerous species of birds. This excellent, large, cattail marsh is located in the valley of the Castleton River. Birds that have been seen or heard in the marsh include American Bittern, Least Bittern, American Black Duck, and Virginia Rail. Rare birds in West Rutland include the Whippoorwill, Carolina Wren and the Sedge Wren. In addition, several deer wintering areas have been identified, and mapped, in the northern half of West Rutland. These areas are identified by evidence such as bud and bark scars, and droppings.

There are numerous rare flora species within West Rutland. The following plant species are ranked extremely rare by the State of Vermont: Smooth Forked Chickweed, Green RockCress, LargeBracted, Foxtail Sedge, Sharp MannaGrass, Nodding Trillium, American Dragon, and the Douglas Knotweed.

The Taconic Ridgeline and other scenic resources noted above are prohibited from Industrial/Commercial solar or wind project development. The eco-systems with their wetlands recharge wells, provide animals with connectivity and are home to rare flora and fauna species.

Recommendations:
1. Develop a strategy to manage and eradicate non-native invasive plants.
2. Maintain and improve wildlife habitat and natural areas in the town and region to the fullest extent possible.
3. Create and protect a functional, interconnected system of habitats within the town that link to similar systems of habitats in the region and state.
4. Consider West Rutland's major habitat components as areas of regional significance because of their relative scarcity and important role in this portion of Rutland County and interconnectedness with other habitats in the region.
5. Minimize impacts of development on the system of interconnected habitats and the functional qualities of individual areas of biological significance.
6. Help landowners design development proposals that will fully comply with the goals and policies for biological diversity and protection.
7. Protect deer wintering areas from development and other uses that threaten deer habitat.

ELECTRICITY

Green Mountain Power (GMP), a Canadian company privately owned by GazMetro, serves the Town. There are also electrical facilities in Town owned by Vermont Electric Power Company (VELCO). A substation on Barnes Street supplies the electrical distribution system in West Rutland. The transmission system that supplies the area consists of two 46,000 volt lines; one from the Rutland area and one from the Poultney area. In emergency situations the Green Mountain Power system can be supplied from Proctor transmission lines. There are two major transmission corridors and a transmission substation owned by VELCO. The east-west corridor is a 115kV tie from New York State. The north-south corridor is a line from Vermont Yankee Nuclear Plant to the Chittenden County area. The segment from Vermont Yankee to the West Rutland substation is built and operated at 345kV, and the segment from West Rutland to Chittenden County is built and operated at 115kV. The project to extend 345kV to the New Haven, Vermont area is complete. The existing 3-phase distribution covers most of the existing urban compact that is zoned industrial and/or commercial. According to a VELCO study the region has adequate power until 2038 without any further development.

Present Vermont Tariff structures require that developers pay the cost of extending or upgrading electrical facilities to serve the developments. Subdivision regulations require that energy conservation be considered in the planning of developments. Easements must be made for the extension of private utilities such as telephone, electricity and cable television, and public utilities such as water and sewerage where available. Programs, such as Efficiency Vermont, have been developed to further electric conservation for residential, commercial and industrial customers.

NATURAL GAS

Currently, natural gas is not available in West Rutland. There have been many proposals over the years for a natural gas pipeline in Vermont. The town might support natural gas as an alternative energy source/option for both residents and commercial users, but none of the current proposals have any benefits for the citizens of West Rutland.

ALTERNATIVE ENERGY RESOURCES

Utility scale wind or solar, also referred to in this Plan as industrial/commercial wind or solar, is defined as any project that would fall under 30 VSA § 248 and residential wind or solar projects are those which would fall under 24 VSA § 4412, as well as under any of the restrictions within this Town Plan.

Wind, Solar and Water

Solar energy is commonly used for water and space heating. Some use passive solar design to reduce home heating costs by up to 10%. Any alternative energy source should be properly sited, appropriately scaled and implemented in a way as to not conflict with any other portion of the Town Plan. Any industrial/commercial-scaled project should also utilize the input of the citizens of West Rutland and adjacent towns. Industrial/Commercial wind projects are prohibited.

In order to maintain the scenic vistas and aesthetics so important to the character of the community, alternative energy sources, such as wind and solar, should be limited to residential and small agricultural usage. Commercial/Industrial wind development is counter to the aesthetics of the community and is prohibited.

The potential for waterpower exists and should be explored and encouraged if found to be economically feasible.

Highways

The most important component of the transportation system in West Rutland is the system of roads and highways. The highway system provides vehicle circulation to all parts of the town and between neighboring communities. The highway system is necessary to facilitate travel to benefit the inhabitants of the town for commerce, safety, and leisure travel. An inventory of West Rutland roads is included in the *Technical Appendix – Section G* along with information pertaining to traffic volumes, capital improvements projects, paving history, and high accident locations.

Parking

In the downtown area of West Rutland, defined as the Urban Compact, parking is often only available on street for both residents and patrons of the commercial establishments. Some of the streets are narrow and the houses are close together causing some issues with lack of adequate parking. Alternatives should be examined to mitigate parking issues, especially parking on the sidewalk. Vacant lots and unused property should be reviewed as possible public, off-street parking lots.

New Road Development

New roads shall be designed to minimize the impact on traffic patterns.
Site plan review, zoning regulations, town road standards, and subdivision regulations govern new roads serving new development and commercial locations. Site plan review allows the Planning Commission to address access and circulation at commercial developments and subdivision regulations address roadway and intersection designs and circulation patterns for subdivisions, especially if this transportation infrastructure is to be maintained by the town.

Scenic Roads

The State of Vermont has a program that protects roads for their scenic qualities. The information for designating scenic roads is in the pamphlet "Designating Scenic Roads: A Vermont Field Guide". The Town of West Rutland should consider designating the following town roads:
Boardman Hill Road
Durgy Hill Road
Clark Hill Road
Old Town Farm Road
Marble Street Extension
Whipple Hollow Road
Pleasant Street Extension

Air Transportation

Rutland State Airport, is located in Clarendon, and is one of ten state owned and operated public use airports in Vermont. The next nearest air carrier airport to the Rutland market is Burlington International, located about 67 miles to the north, the next nearest is Albany County Airport in New York State, about 80 miles to the southwest. The airport in Manchester, NH while farther away, also serves increasing numbers of residents due to the presence of budget airlines. Plans to improve service are under review to increase access to the Rutland Region.

The Rutland airport supports one schedule air carrier, ComAir, which is affiliated with Continental Airways. In terms of number of passengers carried and relative volume of goods moved, air travel is not a large component of the region's transportation system.

Bicycle/Pedestrian Transportation

Bicycle and pedestrian travel are important elements in creating a balanced and sustainable transportation system. Within West Rutland, the most heavily trafficked pedestrian area is the Urban Compact in the downtown. Sidewalk plans should establish safe, interconnected walkways within the center of West Rutland with adequate buffering, in the form of median strips and vegetation, from the roadway.
Bicycling for recreation and transportation requires different types of facilities. Recreational bicycle paths, for

Jagazinski Farm. Extending sewer and water lines to the commercial district would also increase the development potential. This Commercial District is the appropriate location for local and regionally oriented businesses and services that require good automobile accessibility.

Development projects which enhance the cohesiveness of the Business 4 corridor, especially since it serves as a major "gateway" to West Rutland, both at the entrance/exit to the Route 4 Highway and at the border with Rutland Town, should be considered a priority. Most of the parcels along this corridor are highly visible and consideration should be given to site development and design. Access points and curb cuts should be designed to insure that Business Route 4 continues to serve as an important transportation link with neighboring communities.

Residential District I -

"Neighborhood Residential District"

The district should be served by municipal water and sewer and is suitable for medium density residential development including subdivisions, multifamily structures, condo/townhouse units and mobile home parks in addition to single family homes. Every effort should be made to provide "neighborhood amenities" such as sidewalks and "pocket parks", among others, in this area of medium density residential development.

Residential District II -

"Farming/Agricultural and Rural Residential District"

This district is intended to provide land area for low density residential development, farming, forestry, recreation and other rural land uses. A large portion of this district is not served by municipal sewer or water and necessitates low density. Growth should be managed and consistent with the rural character of the area, the availability of municipal services, and site conditions. Conservation of open spaces and natural resources should be a high priority.

Protection and support of the remaining farms are important component of this district's provisions, therefore, uses compatible with agricultural operations should be encouraged. For example, roads should be maintained to permit easy transportation of commodities and to accommodate farm purposes.

Conservation Districts (I and II)

Conservation areas contain lands that are very sensitive to development for a variety of reasons. They are generally characterized by significant natural resources such as dense forests, steep hills often with shallow soils, wetland areas and stream banks, among others or areas of scenic, cultural or historical significance.

These lands have been divided roughly into two conservation districts denoting the sensitivity of the land. The Town of West Rutland has designated a "Ridgeline Overlay" to protect the scenic vistas within the Town. In general, buildings shall be sited below ridgelines and below any sight lines to the ridgeline, so that they do not intrude upon the skyline and vistas. New development should blend into the natural landscape.

Conservation District I

This land serves as a buffer zone between the most restrictive of the land use areas and the other districts. Development above the 800foot contour has been designed to blend and harmonize with the landscape. Natural features such as forests, meadows and ridgelines should be conserved, and development shall be clustered in more appropriate areas.

Roads should follow natural contours, and not carve straight lines across the landscape. Shared driveways are encouraged, as they minimize the number of curb cuts along public roads and are economically and ecologically more efficient.

Conservation District II

This is the most restrictive district containing lands on which development would have a very detrimental effect. These include lands above the 1,000foot contour, lands that are very steep, and lands that are in the floodplain.

Town of Rutland Municipal Plan

Adopted X/X/2014

See 30 V.S.A. §248(b)(1).

The PSB must also determine whether a proposed solar facility will have an undue adverse effect on aesthetics, historic sites, air and water purity, the natural environment, the use of natural resources, and the public health and safety, with due consideration having been given to the criteria specified in 10 V.S.A. § 1424a(d) (outstanding resource waters) and the Act 250 criteria set forth in 10 V.S.A. §6086(a)(1) through (8) and 9(K).

See 30 V.S.A. §248(b)(5).

To determine whether the proposed solar energy facility would have an adverse impact on the considerations set forth as identified in:

§248(b) (5) above, PSB Rule 5.108(A) requires the PSB to conduct the so-called "Quechee analysis" to assess whether a proposed solar project would have an adverse impact by virtue of being "out of character with its surroundings," and if so, whether the adverse impact qualifies as "undue." Rule 5.108(A). The PSB therefore must consider "the nature of the project's surroundings, the compatibility of the project's design with those surroundings, the suitability of the project's colors and materials with the immediate environment, the visibility of the project, and the impact of the project on open space." Rule 5.108(A)(1).

A solar project's location, size, and visibility, together with the context of the surrounding land uses, will be relevant in the PSB's consideration of whether the proposed project would have an undue adverse impact. Among other things, the Quechee analysis requires the PSB to consider whether the proposed project would violate a "clear written community standard".

Therefore, the effective participation of the Rutland Town in the PSB's review process requires the development of specific community standards in order to ensure that local conservation and development objectives are considered and weighed by the PSB in its review of a CPG application for a solar energy facility. Toward that end, the Rutland Town Planning Commission has developed the following specific community standards for the siting and development of a solar energy facility in Rutland Town.

RUTLAND TOWN COMMUNITY STANDARDS REGARDING ENERGY FACILITIES

Purpose

The purpose of these community standards is to regulate the development of renewable energy resources and solar energy facilities in Rutland Town. These policies should also be considered in undertaking municipal solar energy projects and programs, in enacting or updating the town's bylaws to address renewable energy development and in the review of new or upgraded energy facilities and systems by the town and in Section 248 PSB proceedings.

GOALS

1. Promote sustainable development in Rutland Town by reinforcing traditional land use patterns and municipal development policies, maximizing energy conservation through weatherization of existing structures and appropriate siting of new development, encouraging appropriate development and use of renewable energy resources, protecting natural and cultural resources.

2. Ensure the long-term availability of safe, reliable and affordable energy supplies to meet the needs of the town and neighboring communities.

3. Reduce municipal energy consumption and costs, community reliance on fossil fuels and foreign oil supplies, and greenhouse gas emissions that contribute to climate change through increased

energy and fuel efficiency, energy conservation, and active transition to alternative fuels and renewable energy sources.

4. Sustainably develop Rutland Town's renewable energy resources and local distributed energy generation capacity – including municipal and community generation and supporting smart grid technology – consistent with adopted plan policies and community energy facility and siting standards.

5. Avoid or minimize the adverse impacts of energy development on public health, safety and welfare, the town's historic and planned pattern of development, environmentally sensitive areas, and Rutland Town's most highly valued natural, cultural and scenic resources, consistent with adopted plan policies and community standards for energy development, resource protection and land conservation.

POLICIES

1. Encourage energy efficiency and conservation as primary considerations in new municipal construction projects, equipment purchases and operations. Life cycle costing shall be used by the town in evaluating capital expenditures as appropriate.

2. Encourage, to the extent practical, the use of energy efficient municipal vehicles (e.g., hybrid, bio-diesel).

3. Development should be directed toward designated growth centers and limited in the least accessible areas of the community to minimize the need for new road infrastructure and reliance on the private automobile.

4. Support land use and conservation policies that encourage ongoing forest management to maintain a local source of fuel-wood.

5. Support land use and conservation policies that encourage agricultural uses on prime agricultural soils to increase the supply of and access to locally produced food and reduce the total food transport miles required to sustain Rutland Town families.

6. Encourage small scale and appropriately sited development of renewable energy generation solar panels. Such encouragement should consider, but not be limited to the prevention of:

A. Undue adverse visual impacts on adjacent properties, scenic corridors and Rutland Town view sheds;

B. Forest fragmentation, environmental degradation, and habitat disruption;

C. Impacts to sediment transport and aquatic organisms' passage in streams;

D. Their use of land with prime agricultural soil.

7. Prohibit free-standing solar generation structures on forest land above 1000 feet elevation.

8. The town – in collaboration with the Rutland Regional Planning Commission, neighboring communities and utilities serving the town – will participate in long- range utility. Planning to ensure that adopted plan policies and community standards are identified and considered in future energy planning and development.

9. Existing and proposed municipal policies, programs and regulations will be evaluated for their effect on municipal energy use, and revised as needed to promote reduced energy consumption, increased energy efficiency, and the sustainable development and use of local renewable energy resources.

10. Energy and fuel efficiency will be primary considerations in municipal construction projects,

equipment and vehicle purchases and facility operations.

11. The town will collaborate with the NeighborWorks of Western Vermont, area utilities and service providers to promote community energy literacy, and to provide information about available energy assistance and incentive programs, state energy codes and energy system permitting.

12. The town may participate before the PSB in Section 248 review of new and upgraded energy generation and transmission facilities as necessary to ensure that adopted community standards are given due consideration in proposed energy facility development.

13. New energy facility development within or that may affect Rutland Town must conform to adopted community standards for energy facility siting and design to receive municipal support or approval.

14. New development shall not exceed the capacity of existing and planned generation, transmission and distribution systems. Development with high energy demand must maximize energy efficiency, incorporate on-site generation, or undergo project phasing in relation to planned system upgrades as necessary to mitigate anticipated service or facility impacts.

15. New development must be designed and constructed to at minimum meet state energy standards, through site and building design, material selection and the use of energy-efficient lighting, heating, venting and air conditioning systems.

16. The town will work in cooperation with local agencies, emergency service providers, and regional suppliers to develop emergency contingency plans that ensure access to critical energy supplies and measures to reduce nonessential energy consumption in the event of an abrupt energy shortage.

GENERAL STANDARDS FOR ENERGY PROJECTS

Rutland Town supports the following appropriately sited types of energy development, "appropriately sited" defined as meeting the general setback and aesthetic standards contained herein:

- Increased system capacity through state, utility and municipally-supported energy efficiency and conservation programs.

- Individual and group net-metered renewable energy projects, community-based projects, and other small-scale distributed renewable energy systems serving individual users, in appropriate, context-sensitive locations.

- In-place upgrades of existing facilities, including existing transmission lines, distribution lines and substations as needed to serve the town and region.

- New community-scale *solar* energy facilities, including new transmission and distribution lines, substations and solar farms designed to meet the expected needs of Rutland Town.

To the extent physically and functionally feasible, existing utility systems, including transmission lines, distribution lines and substations, shall be upgraded or expanded on site or within existing utility corridors before new facilities or corridors are considered.

Rutland Town will endorse or permit the development and installation of energy facilities that conform to community energy facility development and siting standards through participation in Section 248 PSB proceedings or, where applicable, through local financing and incentive programs and regulations.

PUBLIC HEALTH AND SAFETY STANDARDS AND USE CLASSIFICATION

A small net-metered or off-grid solar energy project, including a solar array system intended solely to serve an individual residence or business, is allowed in all land use districts

- Roof or building-mounted systems on a historic building shall not physically damage the structure or alter its character-defining features.

- Roof-mounted installations shall be placed below and behind existing parapet walls. Panels are to be mounted flush with and at the same existing angle as the existing sloped roof surface. On flat roofs solar panels shall be set back from the edge of the roof to minimize visibility.

NATURAL AND CULTURAL RESOURCES

Introduction

Before a community can plan for its future, it must identify natural and cultural resource assets and create clear standards for their protection. Natural and Cultural Resources are shown on Natural Resource Maps #1 and #2, which are hereby incorporated with this plan.

Goal:

- ***Protect natural and cultural resources from the impacts of development, while maintaining access to and appropriate use of those resources.***

Agricultural Resources

Although agriculture has been a prominent land use in the town since its original settlement, large-scale agricultural use of land has been steadily decreasing due to the proximity to Rutland City, demand for housing, and the increasing economic pressure on farmers within Vermont. Agricultural are located primarily along Otter Creek in the west/southwest sector of town and between North Grove Street and East Pittsford Road/Blueberry Lane in the north sector. A recent upswing in smaller-scale agricultural activities has increased the number of farms in the region and is supporting a growing agricultural economy.

An analysis of settlement patterns in Rutland Town indicate that only a small number of structures are currently standing on the highest quality soils in the community. Land designated as “prime” agricultural lands comprise 22% of the town’s total and land. 17 structures (1%) of the total number of buildings in town are located on what are considered to be prime or statewide agricultural soils.

Forest Resources

Most of the forestland is located on slopes bounded by West Rutland and Proctor to the west and by Mendon to the east. There is a small amount of valuable timber, but most of the land is used as a scenic and recreational resource--hunting, hiking, bicycling, and cross-country skiing.

Like high quality agricultural soils, high quality forest soils are scattered throughout the Town. High quality forest soils are not limited to any particular land form. It is important to note that many soils classified as having high potential for agricultural production may also have high potential for forestry. This is because many of the physical and chemical characteristics that make land productive for annual crops are also desirable for tree growth.

The most critical component of wildlife survival, according to Conserving Vermont's Natural Heritage, a book produced by the Agency of Natural Resources, is the maintenance of blocks of connected habitat and migration land. In other words, it is critical that large tracts of land be connected versus existing in isolation.

Deer, the largest of the animals typically found in Rutland Town, have several mapped deer wintering areas in the Town, which occupy a total of 1,627 acres, 13% of town. Typically, deer wintering areas are located predominantly in areas of low, south facing slopes and along watercourses. In Rutland Town, they are located at the extreme northwest comer of the town, east of Prospect Hill, and in the southeast corner of the town.

Rare and Endangered Plants and Animals and Wildlife areas are shown on Natural Resource Maps #1 and #2. Development shall occur in these areas or in ways that minimize the loss of connected habitat areas.

Open Space and Scenic Resources

In the course of planning for Rutland Town's future, it is important that the presence of high quality open space and scenic resources--broad scenic areas as well as scenic landmarks--be recognized and the integrity of such resources be preserved. Open space and scenery entice many people to visit the area and add greatly to the quality of life enjoyed by the people who live here.

Open space and scenic resources are fragile. Misuse or overuse can destroy the delicate balance of form and pattern that defines scenic beauty and attractive open space. Open space and scenic resources shall be considered during subdivision review and protected from development.

Historic Structures

Areas that have historic value to present and future residents of the Town enrich the community greatly. As the Regional Plan states, "Standing buildings and structures may be important because of their significant architectural design and fine material and craftsmanship or because they illustrate an important aspect of history."

Often they too help tell the stories of everyday life that were never written down. These clues to understanding our past can be found in such individual structures as elaborate mansions, simple workers' houses, bridges, factories, and barns, as well as the groups they form in village centers, residential neighborhoods, and farm or industrial complexes. Historic structures, through their locations, architectural features, and historical associations, testify to patterns of Vermont life in the late 18th, 19th, and early 20th centuries and serve as the visible reminders of the occupations, activities, philosophies, and priorities of Vermonters who came before us.

The Town has a large number of historic structures, which are described in the Rutland Town chapter of "The Historic Architecture of Rutland County". According to this report, there are 86 properties listed on the Vermont Historic Places Register. Of these, the majority are residences. However, they also include farms, mills, a powerhouse, a bridge, a post office, and a church.

The Town also includes one officially recognized historic district. This district, which is located at the intersection of Business Route 4 and East Proctor Road and called the Center Rutland historic district, consists of 24 of the Town's 86 historic properties.

impairment to surface waters in the Rutland Town. Unlike point source pollution, such as a direct discharge or outfall pipe, non-point source pollution is more diffuse, harder to quantify and more difficult to control. Examples of these are runoff from parking lots, back roads, fertilized lawns, and runoff from agricultural fields. It has been well documented that urban and suburban non-point sources contribute more phosphorus and sediment per acre than runoff from the working landscape.

Natural and Cultural Resources Strategies

Land Resource Strategies

- Incorporate measures that provide protection for land resources during development
- The Town's primary agricultural soils should be conserved for agricultural uses if they are economically viable; development should be steered away from prime agricultural soils.
- Forested lands should be conserved to protect against erosion and to preserve their scenic and recreational qualities.
- Wildlife habitats in the Town should be conserved; the impacts of development and land use change on these habitats should be minimized through the use of conservation easements, purchase, lease, tax incentives, or other measures. prohibited
- Land development is discouraged on slopes greater than 15%.
- Sand and gravel operations should be carefully reviewed to ensure the public's safety and freedom from noise, dust, traffic and other intrusions in residential areas.
- Identify other lands to prevent flooding by maintaining vegetated buffer strips in riparian zones surrounding streams and rivers; maintaining; upland forests and watersheds for predominately forest use; and requiring new development to preserve vegetated riparian buffer zones that are consistent with state riparian buffer guidelines.

Historic Resource Strategy

- Preserve historic structures and scenic, cultural, recreational, and unique natural resources during development.

Water Resource Strategies

- Protect water resources so that water quality is maintained, access is preserved, erosion and encroachment are minimized, and public interests are advanced.
- Gravel aquifer and wellhead areas should be protected from development that would pollute or restrict the flow of water through porous soils.
- Any use or development proposed to be located within or adjacent to the watershed of a public water supply or community well system shall be carefully reviewed for potential detrimental effect to both the quality and quantity of the supply.

Town of Clarendon

Town Plan

Adopted March 22, 2010

Mineral Resources

The extraction and processing of mineral resources is also a significant economic activity in Vermont and Rutland County. In Clarendon economically valuable mineral resources include marble, sand and gravel.

Marble is used for many construction-related purposes. It is also used in manufacturing processes, such as in the manufacture of certain types of paper. Gravel and sand also are used widely in construction-related activities and processes. They are used in the preparation of cement, as well as in the building of roads and septic disposal facilities.

Economically valuable mineral deposits are located in the Town. Marble resources are focused in the western portion of the town, while sand and gravel resources are scattered.

There are currently two stone crushing quarries in the community as well as sand and gravel pits.

Planning issues associated with mineral resources seem to be dominated by the impacts that result when people extract them. These impacts, which can be either direct or indirect, include conflicts between landowners living near extraction sites and the operators of those sites, and uncertainty about the impact of extraction on the quality and quantity of local groundwater supplies.

Another issue surrounding mineral resources concerns the loss of resource value experienced when development takes place over or on top of mineral deposits. Unless buildings are relocated, they severely limit the amount of resource that can be extracted from an area.

Wildlife Habitats, Fragile Areas and Geologically Significant Locations

The benefits provided by wildlife habitats and other natural and fragile areas are numerous. They contribute to the economy by attracting travelers, recreation seekers, and wildlife admirers who purchase goods and services. They add to the community's character by influencing the "sense of place". Natural resources such as wildlife habitat and natural and fragile areas also serve as environmental barometers; certain species can reveal signs of environmental contamination before such contamination might become a threat to local residents.

For the purposes of this plan, wildlife habitats and other natural and fragile areas include places occupied or relied upon by game as well as non-game species. They include sheltered areas where deer find food in winter (commonly known as deer yards), bear habitat, migratory staging areas for waterfowl, fisheries, and sites of rare plants and animals. Other types of wildlife habitat include large forested tracts capable of supporting larger mammals and "wildlife corridors" such as streams and windrows that help connect the habitat areas of the Town together.

There are seven mapped deer wintering areas in the Town located predominantly in areas of low, south facing slopes and along watercourses. They cover 2424 acres, or 12 percent of the Town's land area. Vermont is near the northern limit of white-tailed deer range in North America, and adequate food and shelter must be available if deer are to survive the deep snows and cold temperatures. There are also 1415 acres of bear habitat in the town. These occupy seven percent of the town's total land area. See Table 10.

Natural heritage sites are also located in the town. See Map 3A. Natural heritage sites incorporate rare plants and animals that are native to the state and considered rare for one or more reasons, as well as natural communities that are either rare habitat types in Vermont of among the best examples in the state of a common community type.

According to The Vermont Rivers Study, the Otter Creek and the Mill, Clarendon and Cold Rivers all contain fisheries for sport species such as brown trout and brook trout. Otter Creek also supports rainbow trout, northern pike and bass, while the Clarendon and Cold River also supports rainbow trout.

Migratory birds use wetlands in the area as stops along the Atlantic Flyway. This habitat is crucial during several periods in a bird's life cycle, supplying quality breeding grounds and resting or staging areas essential for migration.

As written in the town's previous plan, Clarendon has a national record tree, the Roundleaf Shadbush (Serviceberry) located southeast of Chippenhook, on the Potter farm. An area known as the "Cobble", located on the west side of the Creek Road just north of the Bromley Farm contains 31 acres owned by Castleton College. This has 36 species of ferns, including several rare hybrids, in a unique limestone cliff and small wetland setting.

Table 10. Selected Wildlife Habitat in Clarendon

Type	Acreage	Percent of Total Area
Deer Yards	2423.81	12
Bear Habitat	1415.13	7

Source: Rutland Regional Planning Commission

Clarendon Cave, a large limestone three chamber cave, located on the lower eastern face of Suzie Peak has both recreational and natural historic value and therefore is a fragile and geographically significant location. Clarendon Gorge formed by erosion of bedrock by the Mill River, offers unique scenic, geological, and recreational opportunities. Clarendon also owns a 60 acre forest and wildlife area located off East Street in the Southeast part of town. This offers both recreational and resource value.

Water Resources

Watersheds

In order to discuss a community's water resources in a meaningful way, it is important to first understand the nature of the community's watersheds. A watershed is a distinct, topographically defined land area that drains into a single river, river system, or standing body of water. Because rivers join to become larger rivers, many watersheds may be considered "sub watersheds" of larger watersheds. As one would expect, the activities taking place in a watershed play a critical role in the quality of the water draining from it. If a watershed is mostly agricultural, for

Goals and Objectives to Guide Future Growth

The Town will work to achieve the following goals and objectives:

Encourage rural character by maintaining the historic settlement pattern of more densely settled villages and neighborhoods.

Nurture economic activity that provides satisfying and rewarding job opportunities while maintaining high environmental standards.

Provide and maintain a transportation system that is safe and efficient and meets the needs of all segments of Clarendon's population.

Protect and preserve significant historic structures, sites, or districts, as well as archeological sites.

Minimize energy consumption. Reduce reliance on nonrenewable energy sources. Assure that energy development is environmentally neutral and does not impact the health of residents and does not result in a negative impact on property values.

Encourage housing that is conveniently located to public facilities and services, and employment and commercial centers and meets the needs of a diversity of social and income groups.

Policies for the Preservation of Natural and Cultural Resources

The Town will work to observe the following policies:

Agricultural and Forest Lands and Mineral Resource Areas

Encourage the continued use of agricultural lands for food production and other agricultural purposes.

Support management of forestry resources.

Work in cooperation with owners of mineral resources to develop policies for resource use and extraction that would help insure that such activities do not adversely affect the quality of life enjoyed by residents of the surrounding area. Require that extraction areas are suitably graded and reclaimed with proper vegetation when operations cease.

Wildlife Habitat, Fragile Areas and Geologically Significant Locations

Identify and preserve important natural features of the Clarendon environment, such as deer wintering areas and large, unfragmented forested areas and undeveloped ridgelines. Protect resources from uses and settlement that would reduce their vital functions. Minimize impacts of development on wildlife habitat, fragile areas and geologically significant locations.

Promote long-term protection of major habitats through conservation easements, purchase, lease, tax incentives, or other measures. Protect ridgelines from industrial development and associated infrastructure.

Rivers and Streams

Discourage development in areas of high erosion potential, such as steep slopes and ridgelines and high susceptibility to surface water pollution that would disrupt the uses or ecological functions of stream corridors.

Ponds

Coordinate with neighboring towns and with public agencies that have jurisdiction over Clarendon's surface water quality.

Promote the creation and maintenance of undisturbed, naturally vegetating buffer strips on the banks of surface waters.

Wetlands

Promote protection of wetlands of importance to the town; retain wetlands in their natural state and ensure new development is located and designed so that it will not impair the values and functions of wetlands.

Groundwater

New development and land use activities should not impair groundwater quality or exceed the capacity to supply adequate groundwater yields or reduce the permeability of the groundwater supply recharge areas.

Energy Conservation

Encourage settlement patterns that reduce travel requirements for work, services, shopping and recreation. Promote opportunities for walking, cycling and other energy efficient, non-motorized alternatives to the automobile. Encourage energy efficiency in residential and public buildings so as to reduce dependence on energy sources.

Cultural Resources

Support the protection of historic sites and landmarks. Regard the town's cultural resources and historic settlement pattern as significant, non-renewable resources that create a special sense of place and community well being.

Cooperate with historians and archaeologists researching Clarendon's past.

Land Use Plan

The growth of Clarendon is apparent; populations will increase, the use of the land will change and the demand and need for community services will increase. The principal objective of sound, rational land use planning is to accommodate this anticipated growth while minimizing the adverse impacts on the land, the environment and public and private investments.

The following districts - displayed on Map 2 - are proposed to ensure these objectives. They will also serve as the basis of zoning regulations in the Town of Clarendon.

Conservation District

The purpose of the resource district is to protect the critical and natural resource value of lands that are essentially undeveloped; are important to wildlife and wildlife habitat, and may be unsuitable for land development. This will include irreplaceable, limited, fragile or scenic resources that abut adjoining conservation areas. Extension and continued protection of existing conservation areas such as Potter's Farm and Ira's High Ridgeline Conservation District will be encouraged. Class 3 roads will continue to be maintained in their present state.

Residential and Commercial District

The purpose of this district is to maintain residential areas and allow commercial/retail enterprises. The commercial/retail uses will have adequate parking; suitable landscaping, screening, lighting and signage; and be designed to minimize traffic impacts in order to protect the character of the neighborhood.

The residential portion of this district is to allow for residential and commercial/retail uses at densities appropriate with the physical capability of the land and the availability of community facilities and services. Other uses incompatible with residential and commercial uses, such as industrial and/or manufacturing shall not be allowed for the health, safety and welfare of the community.

The village area of the town shall be supported by the ideals of this district. The village has a role in our community by being a social and economic activity center. This area will also be able to provide for residential, commercial and other compatible development that serves the needs of the community. Such development should occur at densities and uses that will maintain the traditional, social and physical character of the village and that will not exceed the capability of the lands, waters, services and facilities.

Commercial and Industrial District

The purpose of this district is to encourage uses including but not limited to manufacturing, commercial/retail, warehousing and research and development. The district is to be served by good transportation facilities and so that surrounding districts shall not be adversely affected. Other uses incompatible with industrial uses, such as residential, should be discouraged for the health, safety and welfare of the community.

Town of Shrewsbury
Town Plan

Effective November 2013 – November 2018

Use of the town plan is not limited to regulations and adopted capital budgets. A wide range of projects, sponsored by the town itself or groups serving the town can implement the goals of the plan to ensure that Shrewsbury's plans for its future are being coordinated. Programs or initiatives that further the purposes of the plan could include such projects as the development of advisory commissions which would address issues like affordable housing and historic preservation, the development of tax stabilization contracts which would allow the town to promote the growth of specific types of businesses or the municipal purchase of development rights which could preserve undeveloped lands.

The following list of maps in the Appendix, together with those maps noted below that are on file in the Shrewsbury Town Clerk's Office, are made part of this Plan and incorporated herein by reference. It should be noted that these maps exist only as a general representation of existing conditions, to facilitate on-site analysis and the planning process.

List of Maps in Appendix:
1. Shrewsbury, VT Municipal Map
2. Future Land Use
3. Natural Resources, Shrewsbury, Map 1 of 2
4. Natural Resources, Shrewsbury, Map 2 of 2
5. Shrewsbury, VT Contours
6. Shrewsbury, VT Aerial Photograph
7. Shrewsbury, VT Watersheds
8. Flood Plan map.

Additional Maps to be on File at Town Office:
1. Flood Plan map
2. Official Highway map
3. Parcel map (available in hard copy and electronically)

3. OBJECTIVES

It is the purpose of this Plan to guide future growth and development within the Town of Shrewsbury by providing a framework of planning policies and recommendations which will assure that decisions made at the local, regional, and state levels are consistent with the following objectives:

3.1 To protect and preserve the rural nature, scenic quality and sense of community of Shrewsbury;

3.2 To protect public health and welfare and property values from air, noise, water and light pollution, and other disturbing physical influences;

3.3 To assure that basic needs of health, safety, education, housing and recreation will be met and maintained at appropriate levels in accordance with the Town Plan;
3.4 To provide for the conservation and prudent use of natural resources, the protection of fragile areas, and the preservation of agricultural land, forest land and wild lands. Wild lands are unsettled, uncultivated land left in or returning to its natural condition.

3.5 To protect and preserve scenic and historic features;

3.6 To maintain and encourage agriculture and forestry as a part of our Town;

3.7 To require that public utilities be located and maintained in such a way that they will not have an adverse effect on the scenic quality, biological and general health, and land use in the Town;

3.8 To mitigate any incompatible or uncoordinated development activity;

3.9 To allow for future growth in a way that will meet the needs but will not place an undue burden, financial or otherwise, on the Town to provide community facilities and services;

3.10 To encourage that the Town and State roads permit safe travel within and through the Town in the least disruptive manner to the land and within the limits of Town financial resources and the State Scenic Road Act;

3.11 To protect aquatic and upland ecosystems, critical animal habitats and corridors, and wild areas;

3.12 To encourage energy efficiency, energy conservation and non-polluting renewable energy production.

4. LAND USE PLAN

4.1. Natural Factors

4.1.1. Geology

Bedrock Geology of the Shrewsbury, VT Area, by Charles A. Ratte, State Geologist.

The bedrock underlying the Town of Shrewsbury is composed of ancient metamorphic rocks of Precambrian Age (600 million years and older.) The region has been mapped by William F. Brace (1953) and the results of his work have been published by the Vermont Geological Survey (see reference below).

The rock units mapped by Brace (1953) include the Wilcox Formation which is composed of a group of gray-to-black schist, buff-to-tan-colored dolomite and white-to-black gneiss about 3000 feet thick. This formation is exposed in out-croppings in the western part of the Town of Mendon and Shrewsbury and can be seen in exposure along Mendon Brook, Cold River and on Wilcox Hill. The major Precambrian rock unit mapped by Brace (1953) is known as the Mt. Holly Complex. This unit is composed of metamorphic rocks known as gneiss, quartzite, schist, and marble. Gneiss is by far the dominant rock variety. An interesting bright green Schist with chromium-bearing mica is exposed in a small saddle on the north side of Round Hill in Shrewsbury (Brace, p. 27).

steep, and fewer varieties of plants exist. Such characteristics create an environment which is intolerant of intensive use or development.

Excessive erosion may result when these high-elevation areas are disturbed because the few natural species of plants at these altitudes grow quite slowly, thus reducing their ability to control erosion.

These high mountain areas play a vital role in the water cycle. The greater amounts of precipitation filter through the thin soils, eventually reaching major groundwater supplies. Uses which result in excessive soil compaction or the removal of vegetation or soil cover are especially detrimental to the natural drainage of water. Also, the natural topography of Shrewsbury is such that the high elevation peaks and ridgelines that bound Shrewsbury's watersheds on the north lie not within Shrewsbury, but in the neighboring town of Mendon. While beyond the direct control of Shrewsbury's Town Plan or Zoning Ordinance, settlement or development on these adjacent lands may directly and adversely affect the Town of Shrewsbury, the health, safety and welfare of the Town's residents and the aesthetic and scenic resources of the Town.

POLICY 5- Elevations Above 2,000 Feet

1. Elevations above 2000 feet shall be protected with respect to intensive uses and commercial recreation. The Shrewsbury zoning bylaws shall require a site review procedure for development at elevations between 2000 and 2300 feet in order to assure that any development in these zones will not adversely affect the fragile ecosystems and scenic quality of the terrain. No development of any kind shall be allowed over 2300 feet.

2. The Town of Shrewsbury should work closely with other municipalities in the region in planning and reviewing development along the Town's boundaries. This would include participation in Act 250 and Section 248 hearings, in local zoning proceedings and in regional discussions as appropriate to achieve these goals and to safeguard Shrewsbury's interests.

4.3.2.2 Wetlands (see Fragile Areas map.)

Wetlands in Shrewsbury are extensive, including but not limited to: Fletcher Swamp, Johnson & Cook's Ponds, Hebert Swamp, Elliot House Beaver Pond, and Black Swamp. These areas fulfill many important functions. Because of their high water-absorptive and holding capacity, they serve to retain runoff, thereby reducing the hazards of flooding and providing an important link in replenishing groundwater supplies. These areas are commonly known as ponds, bogs, fens, marshes, wet meadows, shrub swamps, and wooded swamps. Wetlands often occur in association with lakes, ponds, rivers, and streams, creating transitional areas between dry land and open water. Wetlands are the source of major food chains, thus providing a unique habitat for a wide range of wildlife. Many recreational and educational opportunities such as hunting, fishing, hiking, bird watching and nature study are provided by these areas. The Town's zoning regulations require that any proposal for development or agricultural use should be set back by at least 100 feet from Wetlands. The Vermont Use Value Appraisal (UVA) program now recognizes riparian areas as one of six designated Environmentally Significant

4.3.4.3 Rural Areas

The preservation of Shrewsbury's rural and agricultural nature and the maintenance of the viewscapes that give the Town its charm are threatened, both by the pressure of large-scale development, and by the gradual “parcelization” and subsequent development of the Town as a consequence of many individual and well-intended development decisions.

The charm of the New England landscape resides in the juxtaposition of clustered homes in a village setting with outlying farms and wooded areas. The danger where residential development pressure is significant, as it is in Shrewsbury, is that the important components of a working and natural landscape may be consumed by development that could be more appropriately sited in other locations. The Town seeks a rural rather than a suburban pattern of residential land use.

An approach to maintaining and promoting the Rural Residential Landscape might be found in one or more of the following techniques:
• clustering development
• transfer of development rights
• use of planned residential and unit development
• conservation easements
• incentives to promote development in villages
• incentives to keep land in production
• combined driveways
• Vermont current use program
• protection of undeveloped areas.

POLICY 18 - Rural Areas

1. The retention of the Town's scenic and rural character is a primary goal. The density and location of rural settlement shall be guided by the policies set forth in this Plan and by the provisions of the Shrewsbury zoning bylaws and subdivision ordinance.

2. To assist landowners in complying with the objectives and policies of this Plan, the Town may consider setting up a voluntary "Site Assistance Program." This program would be carried out by a committee of Townspeople with skills in engineering, architecture, forestry, agriculture, and landscaping. The committee would advise landowners on ways to carry out planned development and construction so as to preserve agricultural and forest productivity, and to protect the scenic quality of the Town.

4.3.4.4 Conservation Areas

Conservation areas consist of all land subject to settlement constraints as defined in Section 4.3.1. These areas are based on the Natural Resources maps and include land subject to one or more of the following characteristics:
(1) Shallow soils;

* A focus on lot size tends to divert attention from more important questions involving the configuration and inherent characteristics of the parcel being developed.
* Rigid lot requirements can lead to illogical land use decisions, such as not allowing the creation of a 3.9-acre lot in a 4-acre zone when in reality the smaller lot may be better suited, with appropriate boundaries, for development.

An optimal approach to guiding the nature and intensity of development would be one that would gradually move the Town away from minimum-lot zoning to a more flexible and case-specific approach. This could include a blend of acreage limitations and permitting appropriate development including clustering and density-based zoning.

POLICY 21 - Residential Development and Acreage Requirements

1. Acreage limitations should be abandoned in favor of targeted and flexible approaches that are better suited to the land use objectives set forth in this document. This should not be done, however, until an effective alternative system for guiding development is designed and put into place.

2. The review and approval of subdivision of land should follow the natural boundaries of physical or biological features when feasible.

5. PRESERVATION OF SCENIC AND HISTORIC FEATURES

5.1 Scenic Features

5.1.1 Landscape Form

Shrewsbury is predominantly mountainous; thus, its topography includes:
a) Ridgelines, mountain peaks and hilltops;
b) Steep slopes;
c) Intermediate slopes and terraces; and
d) Valley floors.

5.1.1.1 Ridgelines, Mountain Peaks and Hilltops

Ridgelines, mountain peaks and hilltops are prominent features of the Town. These formations have influenced the courses of our streams and the land uses, most notably, the location of our villages and the physical pattern of agriculture. These features are a source of unspoiled beauty and contribute to the unique scenic and aesthetic quality of Shrewsbury. Shrewsbury Peak, Smith Peak, Salt Ash Mountain, Saddle Mountain, Copperas Hill, Robinson Hill, Jockey Hill, Angelo's Hill and Kinsman Hill are a few examples of such landforms. Since they are often the focal point of distant or local views

5.1.1.4 Valley Floors

Shrewsbury has only a small amount of the flat land associated with valley floors and this is found mostly along the Mill River and, to a lesser extent, the Cold River. The land of valley floors, or bottom land, was traditionally prized for its high agricultural value. The Mill River valley retains much of its acreage as open and useful farmland while the Cold River valley has seen more of its area return to forestland. With the decline of farming, the use of the valley floors for residential development has increased. The narrow confines of these river valleys experience periodic flooding, which demands that development adheres to the flood plain regulations.

POLICY 25 - LANDSCAPE FORM: Valley Floors

1. Settlement of valley floors shall be restricted to locations that will have minimal impact on agricultural land and the scenic qualities of the valley.

2. The expansion of any existing roadway(s) should be prohibited.

3. Development shall be subject to guidelines set for floodway and floodplain areas by this Town Plan and Town's Flood Hazard Area Regulations. A Floodway is a channel of a stream, plus any adjacent flood plain areas that must be kept free from encroachment in order that the 100-year flood may be carried without any substantial increases and height. The flood plain is the height of the water level of the 100-year flood.

5.1.2. Landscape Pattern

The landscape pattern of Shrewsbury is made up of a combination of elements:
a) Villages;
b) Open fields;
c) Farms;
d) Forestlands;
e) Scenic views;
f) Scenic back roads;
g) Surface waters and wetlands;
h) Trails; and
i) Utility corridors.

5.1.2.1 Villages

Shrewsbury is still an overwhelmingly rural town with three main focal points of population and services. These are Cuttingsville, Shrewsbury, and North Shrewsbury.

POLICY 26-LANDSCAPE PATTERN: Villages

See Section 4.3.4.1.

5.1.2.2 Open Fields

One of the most apparent aspects of Shrewsbury's landscape pattern is the contrast between open fields bordered by stone walls and the surrounding woodlands. Although agriculture is not the dominant land use in Shrewsbury today, it was and is the agricultural use of suitable lands that created and helps to maintain this important visual and economic asset.

POLICY 27 - LANDSCAPE PATTERN: Open Fields

1. Agricultural and open lands shall be identified and shown on maps.

2. Any development in these lands shall avoid interference with possible agriculture to the greatest extent possible, shall be sited to minimize impairment of the scenic qualities of the landscape, and be in harmony with the natural terrain and vegetation.

3. Stone walls shall be preserved.

5.1.2.3 Farms

Shrewsbury's landscape pattern has been largely influenced by the farm activities of the past. The isolated groupings of farm dwellings and outbuildings are characteristic of these activities. They provide focal points of scenic and historic interest. The traditional mix of open land, woodland and farm or village cluster is threatened by the decline in farming activity. The contrast created by distinctly different land uses from one parcel to another is being lost to a repetitive pattern of emerging woodlands and residential development.

POLICY 28 - LANDSCAPE PATTERN: Farms

1. Emphasis shall be given to the preservation and encouragement of suitably scaled agricultural activities in Shrewsbury. The size, scale, or stocking level of agricultural enterprises should be appropriate in terms of such factors as the economic viability and ecological sustainability of the operation and the operation’s off-site impacts of noise, odors, lighting, and potential air and water pollution.

2. The Town encourages organic farming.

3. The Town discourages factory farms.

5.1.2.4 Public and Private Forest Lands

The principal state and federal lands within the Town are the Coolidge State Forest, Plymsbury Wildlife Management Area, and the Long Trail/Appalachian Trail Corridor. They total approximately 7,714 acres (The source of these acreages is the 2013 Town of Shrewsbury Grand List). These lands are an important shared community resource.

They encompass most of the higher elevation ridges and peaks that constitute the most widely visible features of the Town. Private landowners and the Town own the remaining forests.

POLICY 29 - LANDSCAPE PATTERN: Public and Private Forest Lands

1. The Town shall encourage preservation of the scenic vistas of forest lands, and protect the scenic resources within them. The Town's official bodies, working cooperatively with State agencies for long-range management plans, shall include identification of scenic areas, wildlife habitat for game and non-game species (deer yards, bear, bird, and amphibian habitats), wetlands, fragile soils, wild lands, areas for quiet recreation, and techniques for their protection.

2. The Town should support transfer to public agencies of forest land that private landowners and non-profit organizations wish voluntarily to sell, donate, or otherwise convey for the purpose of conserving natural resources and/or allowing public recreation use.

5.1.2.5 Scenic Views

Shrewsbury is well endowed with scenic views both within our borders and extending well beyond. The striking distant views are some of the best and provide a glimpse of the Green Mountains as they might have looked at the time Vermont was first settled. A pleasing contrast to these mountain vistas is provided by the near and middle-distance views within the Town. These views include the villages, farmsteads, ponds, meadows and lower hills.

POLICY 30 - LANDSCAPE PATTERN: Scenic Views

1. The Town shall preserve these scenic views and cooperate with neighboring towns to preserve scenic views.

5.1.2.6 Scenic Back Roads

An important aspect of Shrewsbury is the network of back roads comprising the Town's highway system. The character of the roads themselves, their winding nature and borders of trees and stonewalls, as well as the views they often provide, is sometimes compromised by improvements (see Policy 42).

POLICY 31 - LANDSCAPE PATTERN: Scenic Back Roads

1. Improvements and maintenance of Town roads should be carried out in a manner that will protect and enhance scenic features while maintaining safety and durability. The Town should consider officially designating certain sections of road as “scenic” in accordance with the Vermont Scenic Highway Law. Planting and maintenance of roadside trees should be encouraged where appropriate, as should voluntary efforts to

enhance the appearance of all roadsides, such as Green-up Days and restoration of stone walls.

2. Town roadways should be managed as necessary to control and eliminate invasive plants and pests.

5.1.2.7 Surface Waters and Wetlands

Rivers, streams, ponds, lakes, and wetlands are all of high scenic, recreational and wildlife value. Activities in a watershed can affect the quality of the waters downstream.

POLICY 32 - LANDSCAPE PATTERN: Surface Waters and Wetlands

1. Surface water (streams, lakes, and ponds) and wetlands shall be protected from settlement and uses which would reduce their water quality and/or wildlife habitat, or despoil the scenic quality of their banks and shorelines.

5.1.2.8 Utility Lines and Corridors

There are a number of utility lines and corridors within the Town. These include the railway corridor, a major electric transmission line corridor owned by Vermont Electric Power Company, and a Green Mountain Power line cutting across the southwest corner of Town. The trend in construction and maintenance of distribution lines serving residential demand is to follow roadways, rather than travel cross lots as was the practice when farms represented the bulk of rural service. The Town discourages the use of herbicides in controlling the growth of vegetation in and around these utility lines and corridors.

POLICY 33 - LANDSCAPE PATTERN: Utility Lines and Corridors

1. It is the policy of the Town to discourage new electric transmission or gas line corridor or other new right-of-way nor any new transmission lines be constructed within the Town except within the aforementioned transmission corridor right-of-way that exists at the time of enactment of this Plan.

2. The existing corridors shall be maintained to minimize soil erosion, maximize wildlife habitat, and protect the scenic and aesthetic qualities of the landscape. The Town, being concerned about water quality, discourages the use of herbicides and recognizes the need to maintain vegetated buffer zone around surface waters. The Town will continue to work with the Railroad owner to minimize all the biological impacts of the maintenance on the railroad's right-of-way.

3. Before construction or reconstruction of lines or other changes in the existing corridors are permitted, the applicant shall furnish a bond sufficient to permit and require the completion of all screening and other landscaping required by the Town, Public Service Board or other Governmental body.

4. The Town shall continue to review all proposals to relocate, construct or reconstruct utility lines within the Town with regard to locations, tree-cutting and trimming, scenic and aesthetic considerations, and natural resource considerations.

5.2 Historic Sites

The historic sites in the Town of Shrewsbury provide an insight into the lives of the Town's early settlers. The surviving structures and sites constitute some of our most valuable resources.

At present, historic sites and structures are offered a limited degree of protection under Vermont Statutes, Title 10, Chapter 151. In granting Act 250 permits for subdivision or development of land, the District Environmental Commission must find that the proposed project "will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, or rare and irreplaceable natural areas."*

Implementation of Design Review Districts offers another means of protecting areas containing structures of historic, architectural or cultural merit. Such districts may be recommended by the Planning Commission and approved by the Select Board. Within such designated Design Review Districts, no structure may be erected, reconstructed, substantially altered, restored, moved, demolished, or changed in use or type of occupancy without approval of the project by the Development Review Board (DRB).

An inventory of the historic sites and a map are included. In addition to sites there are a number of original houses built in the 1800s which are of historic and architectural importance to the Town.

*Vermont Statutes Annotated, Title 10, Section 6085. (REPEALED)
**Vermont Statutes Annotated, Title 24, Section 4407. (REPEALED)
***Title 10, § 6086 (8)
****Title 24, § 4414 (1) E

POLICY 34 - Historic Sites

1. Structures and sites of historical significance shall be preserved or converted to new uses which maintain their architectural and/or aesthetic value to the community.

2. Shrewsbury Center, Northam Center, Brown Covered Bridge, and Cuttingsville are designated as historic districts. Construction in these areas requires compliance with historic district zoning regulations.

3. It is recommended that important historic sites be identified with plaques (by the Shrewsbury Historical Society, or others) to encourage their preservation.

POLICY 42 - Class 4 Town Highways

1. The primary function of non-maintained Rights-of-Way should be to provide paths for non-commercial recreational activities that do not degrade these highways. Class 4 Town highways should not be upgraded to Class 3 Town highways.

8.3 Scenic Roads

Among the four classifications, there is a special category for State and Town roads of scenic importance. Through a formal notification and hearing process, such roads may be officially designated "scenic roads" to protect their existing historic and rural character. Presently there are no officially designated scenic roads.

POLICY 43 - Designated Scenic Roads

1. The following Town highways should be designated as "scenic roads" as recommended by the Shrewsbury Historical Society and the Planning Commission. Town highway numbers are noted after each:
   a. Bailey Road (Town highway #30)
   b. Comtois Hill/ Tip Top Road/ Crown Point Road (#28)
   c. CCC Road (#3: mostly State Forest Road, but 2.5+/- miles Town road)
   d. Lottery Road (#21)
   e. Lincoln Hill Road (#4)
   f. Shunpike (#35)
   g. Eastham Road (#3)
   h. Upper Cold River Road (#6)
   i. Spring Lake Ranch Road (#25)
   j. Keiffer Road (#45)
   k. Button Hill Road (#26)
   l. Coldham Road (#17)
   m.Mitchell Road (#23)

Any road should be considered for scenic designation when and if residents think the designation would be useful for its preservation.

Special provisions should be provided with regard to setbacks, access driveways, and population density to preserve the scenic character of these roads. Unpaved scenic (or potentially scenic) roads shall not be paved.

8.4 Non- Vehicular Modes

8.4.1 Bicycle/Pedestrian Transportation

Shrewsbury's topography and settlement pattern constrain the potential for bicycle and pedestrian traffic; however, several routes are frequented by bicyclists, namely VT 103,

clustered to preserve the soils and allow for continued use of the land for agricultural purposes.

7. Shrewsbury encourages woodland owners to manage woodlots both environmentally and economically, and encourages forest products to be utilized in biomass production through accepted environmentally sound forestry and timber harvesting practices.

8. Removal of biomass for energy from Town woodlands and public forest land must require retention of adequate biomass residue from timber and sufficient woody debris to ensure long-term soil health and forest ecosystem sustainability.

9. Water energy conversion systems shall be sited appropriately and designed to be in full compliance with all Vermont laws and regulations. Hydro sites should also maintain and protect the environmental and biological integrity of our streams, brooks, and rivers.

10.2 Energy Transmission

Shrewsbury currently has two major electrical power transmission corridors. These have environmental and aesthetic impacts on the Town such as electromagnetic radiation, noise, wildlife corridor interruption, and the visual impact of clear-cut swaths across ridgelines and hillsides.

Utility lines inappropriately sited along our roadsides also have an aesthetic impact. The tree-trimming required to maintain them can significantly change the character of a road where branches arch overhead. The web of overhead lines in village centers limits the size of trees that can grow there. On-site energy production can potentially offset the impact of power line installation and maintenance tree trimming. The Town encourages the burying of utility lines when appropriate.

POLICY 63 - Energy Transmission

1. Utility line siting should take into consideration tree location.

2. Utility line tree maintenance shall be restricted to the minimum cutting possible.

3. Do not allow expansion of major energy (electric or gas) transmission outside of the two existing corridors, and require buffering of visual and environmental impacts of corridors.

4. The Town recommends the non-use of herbicides on all utility rights-of-way. We encourage the use of transmission corridors for pasture as an environmentally friendly way of keeping this land cleared.

5. Monitor the data on the danger of powerline transmission to populations of animals and people. Take action as required.

Town of Wallingford
Town Plan

Adopted February 4, 2013

- Encourage new development near streams to be designed and sited to blend with the natural surrounding as much as reasonably possible, and to avoid unreasonable interference with recreational uses, scenery or ecological functions of the stream corridor.
- Ensure that adequate erosion control measures are taken in areas of high erosion potential (e.g. steep slopes and thin soils) and high susceptibility to surface water pollution (e.g. along wetlands, streams and ponds).
- Establish and implement voluntary programs for stream conservation and water quality protection.
- Establish reasonable, site-specific stream buffers that conserve water quality, natural habitats, wildlife movement, and other ecological processes along aesthetically and recreationally important sections of streams.
- Incorporate into zoning regulations measures to address sediment and storm water runoff during and after construction.

Scenic and Aesthetic Qualities

Goals

- Encourage and create incentives for the protection and enhancement of the natural beauty and scenic characteristics of significance to local landscapes, including landscape diversity, order and harmony of landscape elements, unique combinations of natural and cultural features, distinctive distant views, foregrounds in harmony with distinctive distant views, skylines, shorelines, steep slopes, agricultural and forest lands, traditional villages and streetscapes, historic buildings and cultural features, and significant scenic roads and pathways.
- Encourage and provide incentives for residential, industrial and commercial development to avoid undue adverse impact on significant natural areas to the greatest extent possible.

Policies and Implementation Strategies

- Establish a process for conceptual review of proposed large scale developments in order to influence project design to protect scenic resources and natural areas.
- Encourage the preservation of significant scenic and aesthetic values and qualities through regulatory provisions that create benefits for property owners who protect and preserve such values and qualities.
- Incorporate into local land use laws and regulations incentives to encourage landowners to avoid undue adverse impact on natural areas and historic and scenic resources that are designated as significant.
- Investigate and evaluate the availability of a natural area Transfer of Development rights program to protect important natural areas and historic and scenic resources while, at the same time, respecting the economic interests of property owners.

Historic Features

Goals

- Recognize the role played by the historic quality and character of Wallingford in creating the town's identity, character and sense of community.

Town of Mount Holly

Town Plan

Adopted April 8, 2008

Wildlife has identified eight white deer yard areas in Mount Holly (Map II b 4). Remote sensing mapping – currently in progress - indicates that the number of deer wintering areas may be larger.

Other Wildlife

Mount Holly is home to about 25 species of mammals that are on the state's protection lists. In addition there are birds, fish, invertebrates, reptiles and amphibians, and plants that will disappear if their habitats are not protected.

SCENIC BEAUTY

Scenic Roads

The beauty of Mount Holly is seen all over Town – particularly where roads provide vistas of adjacent farm land and buildings and distant mountains with their patchwork of agricultural land and forest. Perhaps nothing typifies New England and Vermont more than tree-lined gravel roads defined by stonewalls. Maple Hill Road (Town Highway 22) is one such road. It is designated a Scenic Road by Town policy. The road has maple trees along the roadside and stone walls. It has been suggested that designation as a Vermont Scenic Road be explored. (Map II b 5).

Previous Town plans have suggested that sections of these roads be added to the list of Town scenic roads:

Old Turnpike
Healdville
Packer Cemetery
Shunpike
Cole
Hedgehog Hill North
Okemo Mountain

Scenic Ridge Lines

Views of hills and mountains either forested or in agricultural use are important aesthetic resources for Mount Holly.

Early Vermonters built below ridge lines (probably in part to avoid the buffeting of winter winds), which created the vistas valued today. The historically significant fire tower on the ridge line of Okemo Mountain has been, until recently, the one exception to the general avoidance of ridge line building.

The Select Board passed an ordinance regulating Telecommunications facilities in the Town on Dec 8, 2001 under the provisions of Vermont's Telecommunications Law (24 V.S.A. ss 2291 (19), 24 V.S.A. Chapter 59, and 24 V.S.A. Chapter 117

A photographic inventory of scenic areas

The inventory – primarily roads and vistas in Mount Holly - was made in early 2003 by the Working Group of the Planning Commission. The documentation of the scenic beauty of the Town continues to be seen in the Annual Mount Holly Photo Contest and Calendar.

LOCAL PLANNING PROCESS TASKS	RESPONSIBILITY	PRIORITY
(Note: Tasks are not listed in any particular order)		
1. Provide an open, accessible, and civil government to all citizens.	Select Board	on-going
2. Foster enhanced communication among all elected and appointed bodies.	Select Board	on-going
3. Review current maintenance and use of the Town web site to identify opportunities to expand its effectiveness as a means for keeping citizens informed of local government activities.	Select Board Planning Commission	on-going
4. Continue to publish meeting schedules and meeting agendas for local boards and committees.	Committee Chairs	on-going
5. Establish an annual planning forum where community members can be heard and where a policy of pro-active involvement is fostered.	Planning Commission	short-term
6. Conduct surveys to solicit public opinion regarding policy priorities of the Town and the preferred rate of community growth and development.	Planning Commission	on-going
7. Hold periodic meetings to evaluate the Town's performance in implementing the Town Plan.	Planning Comm Work Gp	on-going

II. PRESERVATION

GOAL

To preserve and enhance Mount Holly's natural resources, scenic landscape, environmental quality, and historic heritage for the benefit of current and future generations.

POLICIES

1. Support the efforts of land conservation organizations to identify and to preserve land and other important natural resources.

2. Protect water quality in streams by ensuring:

- **a. adequate sewage disposal**
- **b. riparian buffers to protect water quality and fisheries habitat**
- **c. control of runoff and erosion**
- **d. restricted development in designated flood plains**
- **e. protection of groundwater supplies.**

3. Protect important natural resources and fragile features including wetlands, floodplains, unique geologic features, prime agricultural soils, and slopes in excess of 25%.

4. Protect critical wildlife habitat and important ecological communities including but not limited to deer wintering areas, rare and/or endangered species habitat, local fisheries, critical bear habitat and identified travel corridors from inappropriate or destructive development and land management activities.

6. Encourage active management and preservation of historic pastures and meadows.	Planning Commission	on-going
7. Update the Town's flood hazard bylaws for the National Flood Insurance Program	Select Board Planning Commission	short-term

("x" = Organization to be asked for assistance with task)

PRESERVATION TASKS	RESPONSIBILITY	PRIORITY
1 Designate roads in addition to Maple Hill Road as "Town Scenic Roads" and encourage road work and private development to preserve and to enhance the scenic value of the roads including, but not limited to, the design of residential and non-residential subdivisions and the placement of buildings on subdivisions in order to preserve views, open space, stone walls, and natural and historical features.	Planning Commission MH Conservation Trust "x"	on-going
2. Work with interested Town organizations to inventory historic resources, including, but not limited to, hamlets, school districts and schools, cemeteries, churches, town halls, mills, cheese factories, blacksmiths, railroad stations, bridges, barns, buildings on the National and State Registers of Historic Places, stone walls, cellar holes, Jackson Gore boundaries, and other features.	Planning Commission MH Comm Hist Museum "x"	on-going
3. Nominate sites to be included on the State Historic Register.	Planning Commission MH Comm Hist Museum "x"	on-going
4. Protect Mount Holly's scenic landscape and rural character by the careful siting of residential development, to avoid placement in highly visible locations on hillsides and ridgelines, or on open meadows and farmland.	Planning Commission	mid-term
5.Encourage the Designated Village of Belmont to develop design review guidelines and process, so that development is compatible with the historic character and varied architectural heritage of the Designated Village of Belmont.	Planning Commission Belmont Designated Village "x"	short-term
6 Encourage the upgrade and maintenance of historic barns and other historic structures through adaptive reuse provisions.	Planning Commission MH Comm Hist Museum "x" MH Barn Pres Assn "x"	mid-term
7. Discourage the demolition of historic buildings.	Planning Commission MH Comm Hist Museum "x"	mid-term

("x" = Organization to be asked for assistance with task)

III. GROWTH & DEVELOPMENT

GOAL

To accommodate a rate of growth and development that meets the needs of the community and, as expressed in the Town's vision, to remain a rural town with open spaces and significant undeveloped lands.

POLICIES

1. Growth and development trends will be monitored on an annual basis using the best available data, estimates, and projections.

2. Local infrastructure and services will be planned to accommodate anticipated increases in the Town's population.

3. Each new development will be evaluated for conformance with the Mount Holly Town Plan and associated polices, bylaws, and programs.

4. New development shall be sited to conserve significant undeveloped land, natural resources, and conservation lands, and to prevent strip development.

5. The rural landscape and rural character of most of Mount Holly's countryside, consisting of moderate to low density residential development, farming and forestry, and limited commercial enterprises such as outdoor recreation, home occupations, and cottage industries shall be maintained by:

a. ensuring that land subdivision is carefully designed to avoid, to the extent practical, adverse impacts to natural or fragile features, productive farmland, and other features which help to define the Town's rural character and working landscape;

b. the careful siting and landscaping of subdivisions on steep slopes, hillsides, and ridgelines;

c. encouraging land use that retains as much undisturbed rural and forest land as feasible.

6. Mount Holly will protect itself from untoward results of development by establishing guidelines pertaining to:

Access for emergency vehicles
Peace and quiet of neighborhood
Trees and scenic quality of ridge lines
Scenic views
Air and water quality
Off-street parking
Wildlife habitat
Exterior lights

	MH Conservation Trust "x" VAST "x"	mid-term
3. Review and update management plans for public recreation facilities and properties.	Select Board	short-term
4 Organize and/or work with volunteer groups to maintain the School's athletic fields and gym and Star Lake beach, skating area, and swimming water quality	Select Board	short-term
5. Request Vermont Fish and Wildlife Department to expand the list of acceptable use of the Lake Ninevah access point	Planning Commission	short term

("x" = Organization to be asked for assistance with task)

VIII. TRANSPORTATION

GOAL

To provide an efficient, cost effective, multi-modal transportation network that provides for the needs of the community.

POLICIES

1 Preserve the rural, historic, scenic character of Mount Holly by:

a. Retaining existing paved and unpaved roads with no widening or increase in paving unless necessary for public safety;

b. Maintaining safe and passable roads throughout the year consistent with the Vermont "Safe Roads at Safe Speeds" policy;

c. Requiring that all road maintenance activities focus on safety, efficiency, cost-effectiveness and prevention of deterioration, rather than on facilitation of greater traffic volume or speed;

d. Maintaining roads that can accommodate multiple modes of transportation, and recreation.

2. The Town shall provide a range of transportation options, including roads, transit, bicycle, and pedestrian facilities, to accommodate the current population.

3. The Town shall explore possible transportation systems within the Town and surrounding region to meet the needs of the elderly, disabled, and others without means of transportation.

4. Class 2 roads shall be maintained, as needed, to promote the efficient movement of traffic within and through Town, without undermining historic character or pedestrian safety.

5. Class 3 roads shall be maintained, as needed, to accommodate current traffic volumes, while maintaining the unique character of the Town's residential neighborhoods and rural areas.

6. The Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roads and Streets, dated October 1997 and prepared by the Agency of Transportation, shall serve as the Town's standards for maintenance and upgrade of public roads.

7. The Mount Holly Municipal Center and Belmont Village should serve as the transportation hubs of the community.

8. Provide adequate parking to meet the parking demand generated by new development.

9. Advocate for a Route 103 Corridor Management Plan as a means to address traffic concerns in Mount Holly and access to Ludlow and elsewhere on Route 103

10. The Town shall accept new roads, only if related to the existing road system, in order to minimize the impact of new roads on areas of historic, scenic, or natural resources. The Town shall require, to the extent possible, that new roads form an interconnected network of roads, especially in proximity to higher density residential districts, and the Town will avoid roads that transect contiguous forest areas.

11. The Town shall seek, to the extent practical, regional solutions to traffic management and transportation issues through active local participation on the Rutland Regional Planning Commission's Rutland Region Transportation Council and coordination with the Vermont Agency of Transportation.

12. The Town shall protect and maintain the historic and scenic features located within the rights-of-way of scenic roads.

13. All road construction public or private shall have as little impact as possible on important natural areas, and shall preserve historic and scenic features of the landscape.

14. The Town shall retain stone walls along roads as part of the rural, scenic, and historic character of the Town.

15. The Town shall remove healthy trees from the right of way only where necessary for safety, visibility, snow removal, utilities, or drainage.

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TRANSPORTATION TASKS	RESPONSIBILITY	PRIORITY
1. Through the Town's development regulations and driveway rules, continue to carefully control access to public roads in accordance with appropriate standards.	Road Commissioner Select Board	ongoing
2. Create and adopt an official map for the Town that indicates all existing and planned transportation routes, which might include: intersection improvements; traffic circulation improvements in Belmont (parking, one-way streets, traffic control, sidewalks); sidewalks; recreation paths; wetlands walkway.	Belmont Designated Village "x" Road Commissioner Planning Commission Select Board MHConservation Trust "x"	short-term
3. Through the Town's subdivision regulations, consider opportunities for proposed development roads to connect to contiguous existing or planned roads.	Planning Commission	on-going
4. Prepare and submit to the Town a Scenic Road Ordinance,		

and maintain designated scenic roads, in accordance with approved scenic road maintenance plans.	Planning Commission Road Commissioner	ongoing
5. Prepare a bicycle and pedestrian improvement plan for the Town that, at a minimum, addresses the following: a the creation and extension of trails along "ancient roads", b. the feasibility of creating horse trails in conjunction with neighboring towns	Planning Commission Road Commissioner Select Board	short-term
6. Explore with the Rutland RegionTransportation Council ways to improve transportation for those without access to private transportation, including transportation during emergencies.	Planning Commission	mid term
7. Keep abreast of changing regulations or funding regarding rail services and their effect on the Town.	Planning Commission Rut Reg Trans Council Rep	ongoing
8. Amend subdivision regulations to assist in the implementation of policies cited above.	Planning Commission	short term

("x" = Organization to be asked for assistance with task)

IX. ENERGY

GOAL.

To encourage the efficient use of energy including the development and use of renewable energy resources.

POLICIES

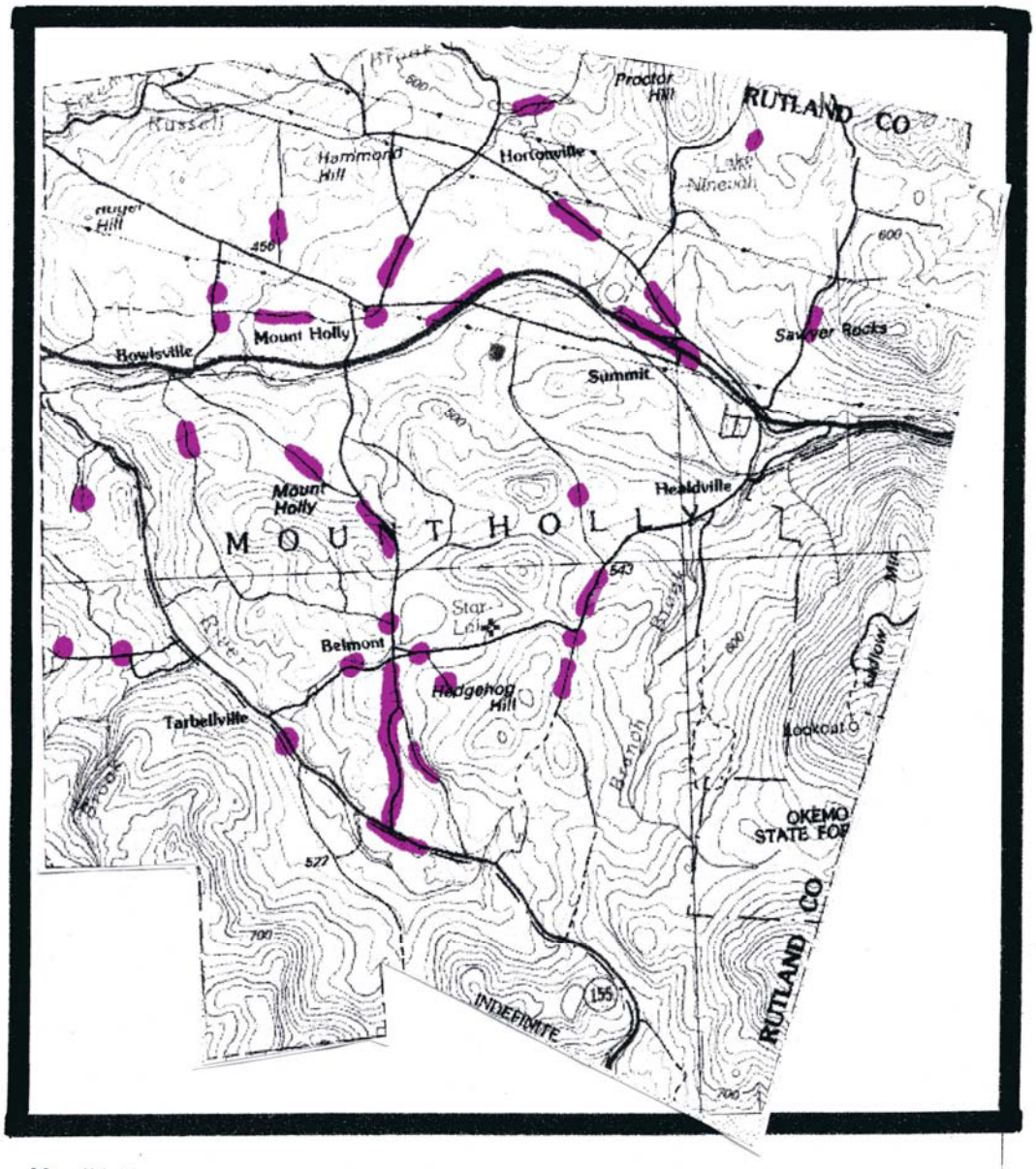
1. Town energy expenditures shall be reduced to the extent feasible through energy efficiency and conservation.

2. Energy efficiency, conservation, and renewable energy resources shall be considered in new Town construction projects, equipment purchases, and operations.

3. Energy efficient building and site design which reduce energy requirements for lighting, heating, cooling, and transportation, including but not limited to the clustering and siting of buildings and the use of landscaping and screening shall be encouraged as applicable under local regulations and ordinances.

4. Encourage energy efficiency, energy conservation, recycling, and the use of renewable and alternative power and fuel sources (including wind, water, solar) within the Town of Mount Holly.

5. Ensure that development of alternative energy sources does not negatively impact the environment or the character of the community.



Map II b 5

SCENIC ROADS and VISTAS

Working Group of the Planning Commission, 2003

Town of Ludlow Municipal Development Plan

Adopted March 5, 2013

3. NATURAL RESOURCES

One of Ludlow's greatest assets is the abundance of natural resources and attractions including: Ludlow (Okemo) Mountain, Buttermilk Falls and the Ludlow area lakes, which are available for the use and enjoyment of residents, visitors, businesses, and industries. Ludlow's natural environment provides shelter and sustenance for wildlife and serves as the foundation for much of the municipality's economy.

The intrinsic value of the natural resources in Ludlow can be traced from the Town's early history. The early agrarian society, based on sheep and dairy farming, relied on the land to support their livestock and families. Later, Ludlow's woolen textile mills depended on the Black River to meet needs for power and water. Today, the commercial agrarian segment of the economy has been reduced to next to nothing. Earth mineral resources, including talc, gravel, and gold, have also played a role in Ludlow's development but most have also been greatly reduced in recent years.

Today, the recreational and scenic values of Ludlow's natural environment attract the travel and tourism market. The tourism industry attracts people with a desire to participate in all varieties of outdoor activities. These activities include: skiing, hiking, biking, swimming, snowmobiling, golf, hunting and fishing to name just a few.

Protection and preservation of Ludlow's important natural amenities are vital to maintaining a fundamental component of Ludlow's economic base. Economic pressures on landowners to subdivide and develop large forested areas, fallow

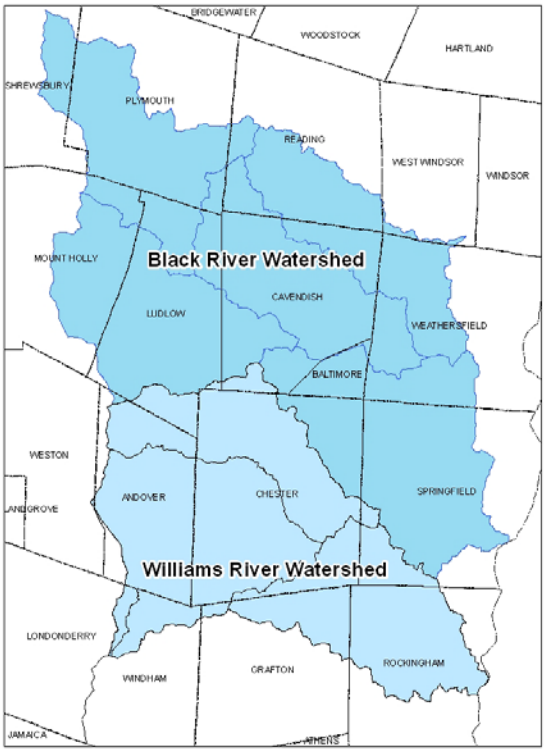
Water Resources: Surface and Groundwater

Surface Waters

General Description: Ludlow's profusion of streams, lakes, ponds and wetlands are interspersed with other landscape elements to provide pleasing visual contrasts throughout the landscape. These surface waters offer a number of important uses, such as but not limited to recreation, wildlife habitat, food supply and industrial or commercial uses.

Much of Ludlow lies within the Black River Watershed (see the Watersheds Map Insert), a subwatershed of the Connecticut River. The southern portion of town is within the Williams River Watershed. Major waterways in Ludlow include the Black River and its tributaries, Jewell Brook and the Branch Brook. The Black River forms a generally narrow valley, surrounded by hilly and mountainous terrain. The source of the Black River is at the outlet of Black Pond in Plymouth. In Ludlow, the Black River flows into and through two large lakes, Lake Rescue and Lake Pauline, in the northern part of town. A local lake association was formed in August of 1954 to address lake related issues. The lakes are a popular destination, and many homes have been developed along the lake shores. In addition, many ponds and wetlands dot the landscape providing visual interest, recreational opportunities, and habitat for wildlife.

Map Insert: Watersheds



Buttermilk Falls on Branch Brook consists of a series of three falls with a large, shallow pool beneath each with sunny cobble and gravel shores. This area is very scenic and serves as a popular swimming hole.

Historic Usage: Ludlow developed as a mill town using the river and brooks as sources of power for textile mills. The Black River runs through the center of town and is paralleled by a major transportation corridor. As a consequence to the proximity of the rivers to municipal infrastructure and buildings, it is important for the municipal plan to evaluate related considerations, such as stormwater controls, and flood and erosion hazards.

4. SCENIC AND HISTORIC RESOURCES

State planning goals encourage maintaining historic settlement patterns in villages surrounded by a rural countryside, as well as protecting important scenic and historic resources [24 V.S.A. §4302(c)(1) and (5)]. Scenic and historic resources are among Ludlow's most valued assets identified by the 2008 Ludlow Town Plan Survey. Residents value the small town feel of the Village, surrounded by open fields, the lakes and rivers, hills and large tracts of forested lands. This Plan seeks to encourage future growth that also protects these scenic and historic resources articulated in this chapter.

Ridgelines and Scenic Resources

Certain outstanding scenic resources are an essential component of the rural character that defines the outlying areas and serves as a scenic backdrop for the Village of Ludlow and major roadways. Maintaining these scenic qualities is a very important consideration, especially as the features listed below greatly contribute to the tourism-based sector of the local economy.

The dark night sky is also considered as a scenic resource for the purpose of this Plan. Light pollution from development can negatively impact the rural character and quality of

life enjoyed by residents.

The following are identified as Ludlow's important scenic resources:

- The Lakes (Rescue, Pauline, Round Pond)
- Tiny Pond
- Black River
- Buttermilk Falls
- State Forest
- Cemetery
- Forested areas within the Ludlow public water source protection area
- Dark night sky
- Scenic vistas along VT Route 100

Prominent hills and ridgelines are valued by Ludlow residents, including:

- Bear Hill
- The Pinnacle
- Whetstone Hill
- South Hill
- Ludlow (Okemo) Mountain (the portion of which that is within Ludlow)
- North Hill
- East Hill
- Terrible Mountain (the portion of which that is within Ludlow)

These ridgelines provide a scenic view from the Village and major roadways in Ludlow (see the Topography Map). In addition, these areas are fragile due to high elevation and steep slopes, and are also valued for their scenic, wildlife habitat and forestry attributes.

Ridgeline and Scenic Resources – Goals:

1. Preserve the identified scenic views and ridgelines that most contribute to Ludlow's rural character.

2. Maintain Ludlow's clear dark sky.

Abby Hemmenway, author of The Vermont Gazetteer.

Abby Hemmenway was born October 7, 1828. She had 2 sisters named Lydia and Carrie. She was born in Ludlow and completed her education at the Black River Academy. Her father's name was Daniel and her mother's name was Abigail Dana Barton. From age fourteen, Abby worked as a teacher. She always had a desire to write. She especially loved history books and she loved Vermont. She wanted to preserve the history of every Vermont village and every Vermont town, so she wrote the Gazetteer. Abby Hemmenway died February 24, 1890 from a stroke. She was sixty-two years old when she died. She died in Chicago and was buried in Pleasant View of Ludlow, Vermont. Abby was an amazing woman that was meant to write. She inspired many writers around the world. The history and memories of Vermont will always be cherished because of her.

Ridgeline and Scenic Resources – Policies:

Photograph by Tom Johnson

1. Development is discouraged in identified scenic areas and ridgelines. Any development in these areas should minimize negative visual and environmental impacts, by limiting tree cutting, using building materials that minimize reflective glare, landscaping to minimize visibility of structures or through other means of visually integrating development sites into the surrounding landscape.
2. No clear cutting of trees shall be allowed within 50 feet of the high-water mark of Lakes Pauline and Rescue and Round Pond.
3. Proposed new lighting shall avoid glare and other unnecessary light pollution by utilizing full cut-off exterior lighting fixtures.
4. Telecommunication towers are subject to the requirements of the Ludlow's Telecommunications Facilities Ordinance.
5. Residential-scale wind power generating facilities are encouraged in Ludlow. All such facilities should minimize negative visual and environmental impacts as discussed in policy statement #1.
6. Commercial wind energy systems are prohibited on scenic ridgelines and are subject to the siting policies listed in the Energy Chapter for any project subject to review by the Vermont Public Service Board.

Ridgeline and Scenic Resources – Recommendations:

1. Consider land use regulations for development along ridgelines and in scenic areas in order to achieve developments that minimize visual impacts.
2. Review land use regulations to ensure conformance with exterior lighting policies.
3. Coordinate with the Okemo Valley Chamber of Commerce and other partners to support and promote the VT Route 100 Scenic Byway.

7. Explore, promote and develop expanded use of passenger and freight rail service both within the community (to Imerys Talc Vermont, Inc. and the Dean R. Brown Jr. Industrial Park) and in nearby communities (Amtrak service to Windsor, Bellows Falls and Rutland).

8. Development roads and driveways must meet all applicable municipal standards in order to provide adequate safety and emergency vehicle access.

9. Development is allowed on Class 4 town highways only with written permission from the local legislative body or after the road is legally reclassified as a Class 3 town highway. In order to reclassify a road, the developer will be responsible for upgrading the road to town standards.

Transportation – Recommendations

1. Continue to implement the special peak seasonal traffic management program in the Village, and continue to explore other traffic management alternatives.

2. Maintain local road, bridge and culvert inventories, and use the inventories as a basis for managing the local transportation system and to inform an on-going six-year capital budget and planning process.

3. Coordinate local and state land use permitting procedures in order to encourage sound access management along VT Routes 103 and 100 in Ludlow with both the Southern Windsor County Regional Planning Commission and Vermont Agency of Transportation.

4. Explore cost-effective ways to improve safety and intersection performance at high crash locations in coordination with the Southern Windsor County Regional Planning Commission and Vermont Agency of Transportation.

5. Develop and implement a parking management plan, including effective directional signs. Continue to explore cooperative agreements between landowners and the municipalities to meet parking needs.

6. Continue to monitor traffic volumes on all four major ingress and egress travel corridors for Ludlow.

7. Inventory and identify scenic roads, and consider the designation of such roads as “Scenic Roads”.

8. Identify funding to improve the Walker Bridge on Main Street and Mill Street Bridge.

9. Seek alternative ways to develop the Calvin Coolidge Bike and Recreation Greenway.

Ludlow should request that the Regional Planning Commission review the Municipal Plan for compliance with the requirements of Act 200. Benefits of Act 200 approval and confirmation include:

- Eligibility for Municipal Planning Grant funding and Village Center designation;
- Ability to levy impact fees if the municipality wishes to do so;
- State agency plans shall be compatible with the Municipal Plan; and,
- An approved plan is not subject to state review under 24 V.S.A. §4351.

At the local level, the Town and Village may take some of the following actions to implement the goals of this Plan:

1. Update bylaws and enforcement procedures to be consistent with the *Ludlow Municipal Development Plan* and as authorized by Vermont statutes.
2. Ensure that bylaws are:
    a. Clearly written and easily understood.
    b. Consistent with any State or Federal legislation.
    c. Compatible with the Municipal Plan.
3. Prepare a six-year Capital Budget and Program to address scheduling and funding for desired municipal projects and expenses.
4. Refer to the Municipal Plan when planning additions and improvements to local infrastructure such as local roads and public utilities. Such additions or improvements should be used to plan for appropriate growth and development.
5. Utilize this Municipal Plan to guide development and public service investments under both Act 250 and Act 248 proceedings.
6. Continue to plan and work to conserve important resource lands.
7. Encourage non-regulatory conservation through a variety of available programs, such as a local conservation fund, Vermont's Use Value Appraisal (or Current Use) program, public or private conservation easements, and Forest Legacy and other programs.
8. Identify new and review existing regulatory conservation provisions to minimize the negative impacts of development on important resource lands.
9. Coordinate with the Okemo Valley Chamber of Commerce and other partners to market and promote the VT Route 100 Scenic Byway.
10. Work with the Regional Planning Commission and Windham and Windsor Housing Trust to evaluate local housing needs and target appropriate strategies to address the identified needs.
11. Consider establishing a Conservation Commission, Energy Coordinator or Energy Committee in order to better address energy or conservation efforts in Ludlow.

Town of Cavendish

Town Plan

Adopted August 28, 2012

3. Support community-wide cultural events and activities.
4. It is important to the town to have a community elementary school.

Goal 4: **Promote and maintain a safe, convenient, economic, and energy-efficient transportation network that respects the integrity of the natural environment, as well as the historical and esthetic value of the existing roads.**

Objectives:

1. Improvement or expansion of public utilities and transportation should occur in existing corridors to encourage desired development patterns.
2. Alternative forms of transportation, such as walking, bicycling and public transportation should be encouraged.
3. Promote use of esthetically compatible options for guard rails on roads such as cable, rusted rail, or pressure treated wood.
4. Maintain the tree canopies and stone walls on the existing roads.

Goal 5: **To protect important natural and historic features of the Cavendish landscape, including woodland, wetlands, scenic sites, significant architecture, villages, wildlife habitats, view sheds, and agricultural land.**

Objectives:

1. Identify and include additional important resource areas on Future Land Use Map and develop a conservation plan to protect and preserve those features.
2. Encourage the renovation and preservation of historic buildings and structures.
3. Develop additional policies and plans for the long-term protection of significant scenic roads and highways, waterways, and views; cultural and historic resources; and important resources and recreation lands.
4. Prevent development within floodplains that will cause damage to natural or manmade resources.
5. Inventory and update the resources.

Goal 6: **To maintain and improve the quality of air, water, wildlife, and land resources.**

Objectives:

1. Insure development in areas of natural, cultural, and scenic significance is not detrimental to the resources of the town.
2. Protect and improve the water quality of the Town's rivers, lakes, streams, groundwater, and drinking water supplies.
3. Establish conservation measures for critical wildlife habitat.
4. Encourage the use of transportation systems that have minimal impacts on air quality.
5. Extraction of earth minerals and resources must ensure that land and water resources are minimally impacted and restored after extraction.

Goal 7: **To promote the efficient use of energy through conservation and encourage the use of renewable energy resources, such as solar, wind, hydro and biomass.**

Objectives:

1. Promote use of public transportation, ridesharing, non-motorized vehicles, and

pedestrian traffic. Emphasize connections between schools, stores, work, and home.
2. Ensure that the design, location, and maintenance of existing and future transportation systems are consistent with the land use patterns recommended in this Plan.
3. Promote alternative and energy efficient resources with residential development.
4. Encourage the concentration of energy-intensive facilities, housing, and other uses to avoid the expense of distributing energy over large geographic areas.
5. Promote the location of community service structures, retail sites, public utilities, day care centers, state offices, and other frequently visited sites within walking distance of residential areas.
6. Ensure that post offices remain in village centers.

Goal 8: **To maintain and enhance recreational opportunities.**

Objectives:

1. Develop and maintain recreation facilities and infrastructure to provide recreation opportunities for all residents.
2. Ensure the preservation of and access to important natural and scenic resource areas for recreational use.
3. Enact a capital plan for a local bike path.

Goal 9: **To strengthen agricultural and forest industries.**

Objectives:

1. Support Current Use Program for agricultural and forest lands.
2. Develop additional conservation plans to ensure that primary agricultural soils are devoted to farming or to such uses which will maintain the potential for agricultural use.
3. Forest and agricultural lands should be considered for their forest and agricultural productivity prior to any non-forest or agricultural uses.
4. Encourage businesses and industries that add value to locally produced agricultural or forestry products.

Goal 10: **To plan for, finance, and provide an efficient system of public facilities and services to meet present and future needs.**

Objectives:

1. Analyze current facilities and assess future needs to determine potential demands of infrastructure.
2. Enact a Capital Program and Budget Plan for public utilities and facilities.

Goal 11: **To encourage availability of safe and adequate housing for anyone choosing to live in the town of Cavendish.**

Objectives:

1. Housing should meet the needs of diverse social and income groups.
2. New and rehabilitated housing should be safe, sanitary, and coordinated with the provision of necessary public facilities and utilities.
3. The development of diverse and appropriate housing should be encouraged in the Town of Cavendish.

Natural, Cultural, Historic, and Scenic Resources

Water Resources

Surface water, in the form of brooks, rivers, ponds, and wetlands, is abundant in many parts of Cavendish. Surface waters are vital to the town, providing scenic beauty, recreational opportunities, and groundwater recharge, as well as fish and wildlife habitat. The Black River is the most prominent body of surface water in the town. The river runs parallel to Route 131 along much of its length, and prompted the road's designation as a State Scenic Highway. The river is popular among kayakers and canoeists in early spring. A section of the river is stocked with trophy-sized fish during the fishing season. There are a number of fishing accesses including a newly designed access area along Route 131 that accommodates people with disabilities. The Cavendish Gorge, just below the village of Cavendish is an important scenic resource.

The Black River is an important resource for many recreational opportunities including swimming, and it is our policy to maximize sewage treatment improvement opportunities. The portion of the Black River that flows through Cavendish is impacted by both the Ludlow and Cavendish Sewage Treatment Plants.

Other important surface waters in Cavendish include Knapp Brook and Knapp Ponds, Twenty-Mile Stream, and several brooks and streams that flow into the Black River. Cavendish hosts Class II wetland areas, including Heald Swamp. Class III wetlands and vernal pools are also important since they serve as feeding and breeding areas for a number of plant and animal species. They provide safe breeding grounds for insects and amphibians because they do not support fish populations.

The town has two public wells and a state-approved wellhead protection plan which is in compliance with state and federal standards. (see Utilities and Facilities chapter). These public water sources supply the villages of Cavendish and Proctorsville. Water is supplied to residences in rural areas through private wells. The town wishes to maintain and improve the quality of its groundwater resources to insure the health and safety of those who depend on them.

Policies

1. Development that creates negative impacts shall be prohibited in headwaters of watersheds or areas supplying recharge water to aquifers.
2. Development shall be prohibited in areas where soil conditions and topography will cause pollution of ground or surface waters.
3. Development shall be prohibited on steep slopes where erosion is likely to occur.
4. The Black River is valued as both a scenic and recreational resource; in order to protect that resource, development is prohibited along the Black River corridor when such values will be negatively impacted.
5. Naturally vegetated buffer strips of at least 50-100 feet should be left next to all rivers, lakes, and ponds, and at least 50 feet next to streams and wetlands, so as to filter pollution, prevent erosion, and protect fisheries and wildlife habitat.
6. Development projects shall provide continued public access for recreational purposes to the Black River.
7. Development shall not degrade the water quality of the Black River and its tributaries.

conducted by the Southern Windsor County Regional Planning Commission, the most important historic structures in Cavendish are the Universalist Church, the Academy Building, the Historic Society Building, the Old Jenny House, the recently relocated and renovated Freeman House, Bates Mansion, The Castle, The Cavendish Inn (aka Glimmerstone), the Joshua Parker Farm, the Henry Wiley house, the Cecilia Davis house, the James Down house, and the Crown Point Road.

In addition to its historic structures, the town has several cultural resources that are valuable to the community. These include the elementary school, Fletcher Memorial Library, the Historical Society museum in the Old Town Hall, and the war memorials in Proctorsville and Cavendish Villages.

Policies

1. Land adjacent to, land with views to, or land including areas of cultural or historic value shall be developed in a manner that will not reduce or destroy the value of the resource. Adverse impacts include noise, lighting, incompatible visual impacts, and traffic that affect the and enjoyment of these important resources.
2. Re-use of historically significant buildings and sites while maintaining and preserving their architectural and historic character is required unless the building is determined to be structurally unsound.
3. Necessary renovations of significant historic buildings and sites shall reflect the historic character of the resource and the historic district it is in, if so situated.
4. Renovations of buildings included in the state or national register of historic sites shall follow the standards of the Secretary of Interiors for renovation of historic structures. Renovations of buildings eligible for but not included in the state or national register of historic sites should be encouraged to follow the standards of the Secretary of Interiors for renovation of historic structures

Recommendations

1. Provide management and protection guidelines to insure the conservation of cultural and historic resources.

Scenic Resources

Preservation of scenic resources is of paramount importance to the citizens of Cavendish. Scenic resources are part of our rural character, our history and the reason many people choose to live and visit here. The scenic resources are a combination of natural, cultural, and historic elements in the town. Significant scenic resources have been identified in the Town of Cavendish that require preservation. A threat to our scenic rural countryside is uncontrolled subdivision. Poor planning, rapid changes, and uncontrolled subdivision can drastically affect the rural atmosphere, open space, and scenic values.

Visual Access

The Visual Access Map prepared by The Cavendish Partnership in March 1986 shows the location of important visual access and scenic viewpoints in the Town of Cavendish. This map shall be referred to in review of any Act 250 applications.

Scenic Roads

A significant and essential scenic resource that runs through the town is the Black River Corridor. The Black River Corridor travels east from the intersection of Route 103 to Weathersfield along the Black River and includes Scenic Route 131 which was designated as

one of three State Scenic Highways in 1998. The Route 131 Scenic Highway Management Plan, also completed in 1998, provides recommendations for maintenance and construction, and gives the Town a greater role in all work that is done along the route. It is the Town's intention to maintain the scenic values along Route 131 while maintaining high standards of safety. Two other important corridors are Davis Road/20-Mile Stream corridor, and 20-Mile Stream Road/20-Mile Stream corridor.

Another valuable town scenic resource is the outlying rural forests and fields and the network of country and local low volume roads that connect our rural neighborhoods. Several town roads have been identified as having important scenic and rural qualities as well. Qualities include canopies over the roadway, scenic views, stonewalls, open fields, and lack of utility poles and streetlights.

Local Scenic Resources Include But Are Not Limited to the Following:

Resources	Location	Scenic Qualities
Scenic Route 131	The entire length of Route 131 in the Town of Cavendish	Follows the Black River. Unobstructed view of the river and lack of development along the river valley. No utility poles along the eastern portion of roadway.
Black River Corridor (East End)	From the Weathersfield Town Line to Whitesville Road	Characterized by spectacular views of the Black River, ridgelines and hillsides, and, but for a few exceptions, evidence of development is absent.
Black River Corridor (West End)	From Whitesville Road to Route 103	Characterized by the two villages, and the open, undeveloped areas on either sides of the two villages.
20-Mile Stream Road/20-Mile Stream Corridor	From Heald Road to the Reading Town Line	Open, pastoral views contained by ridges on either side. Scenic agricultural land along most of road.
Davis Road	From Heald Road to Center Road.	Closed in area with ravines on either side with very little development, flat rocks, swimming holes, remote and quiet area. Very dense canopy. Davis Road follows closely to the banks of Twenty-Mile Stream. Nice visual association with stream. Open fields and stonewalls that parallel road closer to Center Road. Views to adjacent hillsides.
South Reading Road	Top of Derby Hill	Outstanding combination of a well maintained row of maples and long-range views to the South. Maples are 10' or so off edge of road. Woods up hill have been selectively pruned, exposing a stonewall.
Felchville Gulf Road	From Senna Road to Town line	Dense canopy, closely follows stream, nice row of rock outcroppings.
Atkinson Road	1/2 mile from Center Road	Overhead canopy of maples.
East Road	Between Chambers and Chubb Hill	Stone walls, nice long-range view to Hawks Mountain, large maples.
Old County Road	South of Chaos Turnpike	Nice overhead canopy.
Brook Road	Entire road up to East	Follows brook, overhead canopy, views of brook.

	Road	
Greenbush and Stevens Roads	From Tarbell Hill Road to Town line	Follows brook, overhead canopy, views of Mount Ascutney.
Cavendish Gulf Road	Entire road	Tree canopies, rural qualities, historic railroad line, stonewalls along places in road. One of the first roads in town.
Areas Shown on Visual Access Map	All	Prepared by The Cavendish Partnership, March 1986

Policies

1. Proposed changes or development in these areas shall only be permitted if it does not detract from scenic resources.
2. The Route 131 Inventory and Management Plan (1998) should be referred to for specific recommendations regarding maintenance and resources along this road.
3. Maintain overhead canopies of trees on, and stonewalls along, scenic roads wherever possible.
4. Historic stone walls should not be destroyed or removed.
5. Ridgelines, hillsides, and wetlands are all important elements of the scenic views of Cavendish, as well as other bodies of water such as lakes, streams, and ponds and all require protection.
6. Scenic corridors shall be considered as a valuable town resource and shall be protected.
7. Land development such as subdivision shall be done in a manner to maintain or enhance the scenic resources described above.
8. Subdivision design shall preserve open space, incorporate clustering, preserve important features such as stonewalls, ridgelines, hillsides, and wetlands, avoid developing on steep slopes, and consider off-site views.

Recommendations

1. The Planning Commission will work with the Select Board to develop additional Land Use Regulations.
2. The Planning Commission should update the 1986 visual access map of the Town.
3. The Town should develop a policy regarding the maintenance of Town roads with reasonable impacts in road aesthetics including canopies.

Solid Waste Disposal and Recycling

Cavendish is part of the Southern Windsor/Windham Counties Solid Waste Management District (SWCSWMD), which has prepared a Solid Waste Implementation Plan. This Plan has been submitted to the State and is currently in the review process. The SWCSWMD has hired a Solid Waste Program Coordinator to assist District towns with solid waste issues and recycling efforts. The Coordinator's position is contracted to and housed at the Regional Planning Commission. All SWCSWMD member towns are also members of the bi-state agreement under the NH/VT Solid Waste Project. Member towns have entered into a contract requiring all municipal waste to be tipped at the Wheelabrator incineration facility in Claremont, NH. The Project's contract with Wheelabrator is scheduled to expire in 2007, at which time the Town must seek alternative options for waste disposal. It is important for town officials, District Representatives, and local residents to contribute to the planning process in anticipation of these changes. The SWCSWMD also operates a household hazardous waste collection program twice a year, with collection points that vary among towns in the region.

Cavendish has a transfer station next to the sewer plant on Route 131 that handles normal household refuse and a limited amount of non-toxic construction debris. It also has a recycling station that can handle glass and tin, mixed metals, and non-contaminated waste oil. Toxic waste is not allowed at the transfer station. The Cavendish Transfer Station has sufficient capacity to accommodate the current population needs. The Springfield Recycling Center handles a broader range of materials and is often used by Cavendish residents. Appropriate storage and disposal of waste materials is vital in maintaining the environmental quality of Cavendish. The Town of Cavendish is a member of the New England Resource Recovery Association. The Town would not allow the establishment of any long term waste disposal facility for radioactive, toxic or hazardous substances.

Policies

1. Waste material, whether from agricultural, industrial, household, mining or other sources, should be:
    - Limited at the source. It is better to prevent waste from developing within rather than transport to the transfer station and having to manage it.
    - Managed to prevent environmental damage, to avoid negative impacts on natural resources, and prevent nuisance to neighbors.
    - Maximize recycling opportunities.
    - Waste material should be disposed of in an efficient, cost-effective, and environmentally sound manner

Recommendations

1. Educate residents about ways to reduce waste at the source through methods such as home composting, recycling, and environmentally-conscious buying habits.
2. Investigate the possibilities for increasing the number of types of recyclable materials collected at the Town transfer station.

Electric Utilities

The Town of Cavendish is served by two electric utility providers, Ludlow Electric and Central Vermont Public Service (CVPS). Ludlow Electric serves the village of Proctorsville and a limited number of residents on the west side of town, while CVPS serves the remainder of town

including the Cavendish Village. There is a CVPS hydroelectric plant at the Cavendish Gorge that is capable of generating up to 1,600 KW per hour. Vermont Electric Power Corporation (VELCO) owns a major substation and a transmission line that runs through the town.

Policies

1. Provide residents with safe, effective and efficient electric utility service at reasonable rates.
2. Utility lines should be placed in areas designated for growth.
3. New utility lines should be placed along existing corridors whenever possible; multipurpose use of utility corridors is encouraged.
4. The location or relocation shall not have a negative impact upon aesthetic and natural resources.
5. Encourage common use of utility poles for telephone, electric, cable, and fiber optic lines.
6. The town encourages the installation of underground utility lines for new construction.
7. For the relocation of existing overhead lines to areas where no existing lines exist these lines shall be installed underground.

Communications Towers and Structures

The maintenance of a modern and accessible telecommunications network is essential to the public welfare. Public safety agencies, such as emergency medical services, fire and police departments, rely on broadcast and communications facilities to provide essential services. In addition, a modern and accessible telecommunications network provides communities with economic, social and cultural benefits.

At the same time, network infrastructure should be developed in an efficient, safe, and thoughtful manner. Possible impacts upon scenic and cultural resources, aesthetics, and public health and safety should all be considered during the planning process.

One subject of particular concern is the location and construction of communications towers. These structures and their supporting infrastructure (such as power lines, access corridors, and support buildings) can alter mountaintops and ridge lines in ways which negatively impact scenic resources vital to the Town's economic future and cultural richness. Aesthetic concerns will increase as the number of undeveloped mountaintops and ridge lines decreases. In addition, there are concerns about the health effects of the electromagnetic fields generated by broadcast and telecommunications facilities, and the safety of the structures once they are built. These concerns must be addressed as new opportunities are made available to the Town through emerging telecommunications technology.

Policies

1. Provide residents with the benefits of an integrated and modern telecommunications network while minimizing the economic, aesthetic and cultural costs of its development.
2. Existing tower space and supporting infrastructure should be utilized to the fullest extent possible.
3. New towers, access corridors, and utility poles serving towers should not be sited or constructed where a practicable alternative exists. Those wishing to provide new or expanded communications services should utilize existing structures whenever possible. Owners or operators of existing tower space should facilitate the sharing of space to the

Policies

1. Provide the residents of Cavendish the best possible fire fighting and emergency medical services by supporting improvements to these services that are prudent and necessary.
2. Support any prudent measures that would increase the State police and Windsor County Sheriff patrols of our roads.
2. Reduce the speed limit on Route 131 within the Town and then enforce it.

Recreation

The Town currently has two playgrounds, one next to the Town Office and one at the Elementary School, and two little league fields at Greven Field. Fletcher Field offers additional baseball and soccer fields. Knapp Ponds offer fishing, canoeing and kayaking opportunities. Proctor Piper State Forest offers good hiking and hunting opportunities. The Black River is an important recreational resource, and is a popular designation for fishing, kayaking and canoeing, and enjoyment of its scenic qualities. A section of the river, from Tarbell Hill to the Weathersfield Town line, on the east end of town is designated as a trophy trout stream and is specially stocked by the State Fish and Wildlife Department.

The Town recognizes the importance of a bike and pedestrian path system that connects both villages as well as bike paths from other towns. In addition, residents enjoy hunting, hiking, biking, cross-country skiing, snowshoeing and snowmobiling on many of the trails located in town.

Policies

1. Maintain and develop Town recreation areas to ensure continued use and enjoyment of these facilities by all residents.
2. Maintain and enhance important scenic and natural resource areas for long-term enjoyment by current and future generations.
3. Roads that are classified as Class IV town highways or trails shall remain in Town ownership and should remain available for recreational purposes.

Recommendations

1. Include Town recreation facilities in a long-term capital improvement plan.
2. Work with local sportsmen's organizations and the State Fish and Wildlife Department to assure a continuing program of stocking to maintain an adequate supply of game fish and proper stream management to provide desirable fish habitat.
3. Coordinate open space plans and river preservation plans to protect the Black River as a valuable scenic and recreational resource.

Child Care Facilities

Eight home-based, registered (ten or fewer children) childcare facilities and one licensed center in Cavendish are currently listed with the State of Vermont. In addition to these facilities, residents rely on informal childcare arrangements within the town or regional resources outside of town that are either licensed or registered. The childcare resource and referral agency for Cavendish is the Springfield Area Parent Child Center, which is located in North Springfield.

Plan For the Northwest Region 2007 – 2012

Effective October 3, 2007

VISION STATEMENT

Northwestern Vermont's greatest asset is its diversity. A healthy, clean environment, a good mix of farms, forests, village and urban centers, combined with a growing employment base make this area a great place in which to live, work and raise a family. It is the goal of the Northwest Regional Planning Commission to foster this diversity by supporting a strong tradition of local planning and community development, while considering the needs of adjoining communities and the region as a whole.

The region will continue to be a group of locally connected communities working toward common goals to address issues which will affect them into the next century. Communities will work together to ensure that long-term economic, social and environmental factors are balanced in the planning and decision-making process. This balance will ensure the region's continued growth and well-being by promoting a healthy and sustainable quality of life based on the following:

1. A diverse and sustainable economy, including agriculture and forestry, small businesses, manufacturing and commerce, education, health care and tourism which will provide expanded job opportunities and living wages for all area residents. Local and regional self-sufficiency and the growth and expansion of existing businesses will continue to be a priority.
2. Efficient, targeted public investment in infrastructure and services to support new development in designated regional and local growth centers.
3. More pervasive use of technology in industry, schooling, transportation, health care and communications. Low-traffic business enterprises will no longer need to be located in the larger urban centers; rural residents will have increased access to educational, employment and health care opportunities.
4. More opportunities for enjoyment of the arts and culture - concerts, plays, exhibits and celebrations will be more common. Recreational opportunities for all ages will continue to increase.
5. Continued improvements in the quality of the region's natural and built environment, including improved air and water quality and the protection of the region's most important natural, cultural and scenic features.
6. A viable working landscape, including protection and sustainable use of the region's resource lands in support of healthy, diverse agricultural and forestry industries. The region will continue to be the premier agricultural region in the state; the increased production of value added products will add to the region's resource-based economy.
7. Quality education, which will be available and accessible to all residents of the region.
8. An efficient, multi-modal, cost-effective and accessible transportation system which will move people and goods, and focus upon providing access to growth centers.
9. Affordable and elderly housing opportunities for those in need. These will be located in areas with access to jobs and services by means other than the private automobile.
10. Energy conservation, and increased, sustainable use of renewable energy resources and related technologies which will increase energy self-sufficiency, availability, and affordability.
11. New development that respects and reinforces traditional, established patterns of land use and development, which will contribute to the region's unique character and identity.

This regional plan provides a framework for future planning and growth, and strives to help in the continuation of the region's success. The plan considers this vision statement and presents long-range policies which will guide the region into the next century.

Museums & Historic Sites

The Northwest Region offers a range of educational and historical activities for residents and visitors. The region hosts ten museums, Enosburgh Historical Society, in Enosburg Falls; Georgia Historical Society Museum in Georgia; Hyde Log Cabin in Grand Isle; Isle La Motte Historical Society in Isle La Motte; St. Anne's Shrine in Isle La Motte; Montgomery Historical Society Museum in Montgomery; President Chester A. Arthur Historic Site in Fairfield; the St. Albans Historical Museum in St. Albans; South Hero Bicentennial Museum in South Hero; and the Bakersfield Historic Society in Bakersfield. The region's many historical societies work to document the history of the region or its communities.

Scenic & Aesthetic Resources

The Northwest Vermont region is an extremely rich visual mosaic of diverse landscapes, from the sweeping agricultural viewsheds of the Lake Champlain islands, to the heavily wooded Western slopes of the Green Mountains. It is the visual language of place which instrumentally shapes our perceptions and recollections. These cognitive maps are translated into the verbal language of the region's communities, and are integrated into the vernacular of nearly every aspect of daily life. Descriptions like "a mile past the Bay Bridge;" "over the other side of St. Albans hill;" "take a left just before the big island" are usually met with nods of recognition by those whose experience of place has taught them to speak the language.

"Visually Sensitive" Areas

Despite the importance of these resources to the definition of regional character and sense of place, scenic and aesthetic concerns are often difficult to quantify, and can be challenging to incorporate into comprehensive planning endeavors. However, efforts have been made which attempt to categorize scenic resources for more effective protection and appropriate use.

A committee formed by the Vermont Agency of Natural Resources defined six types of "sensitive landscapes" as viewed from public vantage points, which deserve special consideration in planning, design and project review. These landscape types, shown in the example of Table 3.3, were published by the Agency in Vermont's Scenic Landscapes: A Guide for Growth and Protection (VANR 1991).

Table 3.3 PLANNING FOR VISUALLY SENSITIVE AREAS

Challenge	**Prescriptions for minimizing visual impact**
Open fields and meadows	- cluster buildings at the edge of open fields
Ridgelines, hilltops, and peaks	- locate new development down-slope - provide screening to prevent visual dominance of the landscape
Shorelines	- set new development back from water bodies- prevent visual obstruction between existing vantage points and new structures to water bodies- provide visual screening of structures from water viewpoints
Foregrounds of distant views	- proper siting to avoid "blocking the view"- screen development to help blend with existing landscape
Steep slopes	- avoid development on steep slopes, where visibility is high and conditions for development are poor
Historic settlements / gateways	- design developments which harmonize with the traditional pattern and scale of development- maintain a distinct visual "edge" between developed areas and the surrounding landscape

With sensitive siting and design even the most scenic landscapes may be developed and still retain much of their intrinsic character. Aesthetic considerations are recognized as a legitimate public concern under Criterion 8 of Act 250 (See "Quechee Decision"). Failure to legitimize aesthetic values through site-sensitive development could damage the region's sense of place as well as hamper the regional tourism economy.

Scenic Highways and Corridors

Scenic highways and corridors link natural, cultural, and scenic resources, as well as to the historical landscape of the area. The National Scenic Byways Program was created as to induce economic development, manage traffic, promote tourism, and protect natural and cultural resources through the recognition of these important resources. Locally, the Lake Champlain Byways Program seeks to balance economic development and tourism with resource stewardship around Lake Champlain by developing a collaborative vision for Lake communities in Vermont and New York. The Lake Champlain Byway includes US Route 2 in Grand Isle County.

TODAY'S CULTURE

The rich heritage of the Northwest region continues to influence its culture, as is reflected in the many traditions and community events taking place throughout the year. Rooted in the region's agrarian past, these cultural events celebrate the region's history and deep connection to the land.

Events like the Vermont Dairy Festival, a 50 year tradition, organized by the Enosburgh Falls Lyons Club, clearly reflect the important role that agriculture continues to play in the region. Franklin County Field Days, an event held for more than 30 years, is yet another example. On the Islands, the apple season is cause for celebration and has inspired South Hero's annual AppleFest, held each October. In the City of St. Albans, 2006 marked the 40th anniversary of The Maple Festival, an event that draws more than 50,000 participants each year in honor of Vermont's "liquid gold." Cultural events throughout the region, from farmer's markets to concerts and parades, are too numerous to name, but provide invaluable contributions to the local sense of place.

Another important community event, and perhaps one of the most symbolic events in Vermont culture, is the annual Town Meeting. Each year, on the first Tuesday in March, residents across Vermont gather to vote and make decisions that affect their communities. This event not only provides a forum for making important community decisions, but also gives an opportunity for neighbors to meet and interact, engaging in the purest form of democracy as they debate, compromise, and ultimately vote.

The town centers throughout the region serve as hubs of cultural activity. These centers provide spaces for people to come together, be it the post office or library of the smaller villages, or the restaurants and shops of St. Albans City. Many of these communities are now seeking opportunities to blend their cultural heritage with economic revitalization by encouraging the "Creative Economy." The Creative Economy Initiative seeks to foster economic growth and development through creativity, cultural heritage, preservation and entrepreneurship. Thus, through innovation, the region seeks a form of economic development that reinforces its unique character and sense of place.

GOALS, POLICIES & OBJECTIVES

CLIMATE AND AIR QUALITY GOALS:

3.1 Maintain air quality in those areas enjoying clean, fresh air and improve air quality in areas where state or federal pollutant standards have been exceeded.

3.2 Develop a more comprehensive air quality monitoring network.

3.11 To protect endangered and threatened species and their habitats.

POLICIES:

3.27 Degradation and fragmentation of habitat for wildlife and threatened or endangered species should be discouraged.

3.28 Restoration of populations of endangered or threatened native species is encouraged.

3.29 Planting for vegetative buffer strips and screens should include species beneficial to native wildlife.

3.30 As opportunity arises, the potential to reduce the impact of hydroelectric facilities on important aquatic species should be examined and appropriate modifications and/or selected removal is encouraged.

HISTORIC RESOURCES GOALS:

3.12 To preserve important historic structures in the region.

3.13 To locate and map areas with potential archeological resources.

POLICY:

3.31 Development should seek to minimize impact on archeological sites, through avoidance if possible, then through mitigation or other methods determined by the state Historic Preservation office.

OBJECTIVE:

3.5 Work with local, state and federal agencies and private groups to preserve historic structure and historic resources in the region.

SCENIC AND AESTHETIC RESOURCES GOALS:

3.14 To preserve significant scenic and aesthetic resources of the region for the benefit of current and future generations.

3.15 To encourage land uses that enhance the image of a working, sustainably managed, natural resource based economy balanced with settled towns and wildlands.

POLICIES:

3.32 Support the use of donations or purchase of scenic easements by public or private groups.

3.33 Support local efforts to designate important scenic areas or corridors.

3.34 Encourage efforts to improve sites that have an existing structure, use or development that diminishes the scenic view.

3.35 Encourage the scale, siting, design and management of new development to be in keeping with the character of the landscape and the area's built environment.

3.36 Discourage development along prominent ridgelines and hilltops.

3.37 Encourage developments to use vegetative and landscaping screens to reduce their visual impact.

3.38 Encourage the use of incentives for preservation of scenic views and scenic corridors.

3.39 Exterior lighting should employ technologies and designs that minimize light leaving the site, particularly by down shielding lights, arranging them so that they are not directly visible from nearby roads, residences or distant vantage points, and limiting the need for additional exterior lighting.

3.40 Creative methods of arranging lighting to reduce overall foot candles, improve true color rendering and provide for even lighting which minimizes overly bright areas, or "hot spots", are encouraged.

3.41 Discourage development that will significantly increase the degree of "light pollution", which is understood to mean lighting that illuminates the night sky.

3.42 Discourage exterior lighting on prominent physical features and landscapes that adversely impacts the nighttime landscape.

3.43 Telecommunications towers and other prominent high-elevation structures should minimize their impact on scenic resources by reducing their size or location so that exterior lighting is not required, by seeking opportunities for co-location, and through choice of site, shape and color of the structure that reduces the visual impact of the development.

OBJECTIVES:

3.6 Work with municipalities to identify locally and regionally significant scenic resources.

3.7 Assist towns in researching and implementing strategies that preserve scenic resources.

3.8 Work with state and federal agencies regarding projects or policies that would adversely impact the region's scenic resources and develop strategies to reduce the impact.

4.4 Industrial development should be targeted to designated industrial areas with adequate infrastructure and which are within or adjacent to designated growth centers.

4.5 The NRPC supports development of a system of regional and local infrastructure that promotes the land use goals and vision statement contained in this plan and in duly adopted municipal plans.

4.6 Creative inter-municipal and public/private partnerships that promote cost-saving and cost-sharing in the provision of infrastructure should be encouraged.

4.7 Public and private investments that would overburden local or regional infrastructure and services will be discouraged.

4.8 Improvements to utility infrastructure should be timed to coordinate with other utility and/or road improvements planned in the same area if doing so will reduce the costs associated with the project.

4.9 Whenever feasible utilities should share rights-of-way and /or easements.

4.10 Utility rights of way and public investment should be planned so as to minimize environmental, cultural and environmental impacts, particularly seeking to minimize development pressure on agricultural and forest lands.

4.11 Utility lines should be buried when crossing locally or regionally designated historic, cultural and scenic areas or otherwise be strategically located to minimize adverse impacts on these resources.

4.12 Utility rights of way should not traverse resource and conservation lands including, but not limited to, agricultural lands.

4.13 Development or maintenance of utility systems or facilities that result in or create an undue adverse impact on municipal services, natural resources and/or other unique features shall be discouraged.

OBJECTIVES:

4.1 Provide updated materials on capital planning to municipalities as requested and be available to contract for more detailed work as needed.

4.2 Participate in reviews of development projects in state regulatory proceedings.

4.3 Develop an information system that fosters coordination and communication between organizations within the region, and between local municipalities, state and federal agencies regarding developments that affect municipal facilities, services and objectives.

4.4 Provide information and assistance to municipalities regarding state and federal laws affecting municipal utilities, facilities and services.

4.5 Encourage municipalities to share information, staff, and equipment where feasible and beneficial.

4.6 Inform and assist municipalities in identifying financing opportunities and grants that will enable them to address local capital needs.

4.7 Maintain a library of regional information accessible to member municipalities and residents.

4.8 Provide assistance to local planning commissions in developing municipal plans that encourage land use patterns that optimize the use of existing utilities, facilities and services and which reduce the cost of providing future utilities, facilities and services.

WATER SUPPLY GOAL:

4.3 To insure that water systems are not contaminated, depleted, or degraded, that drinking water sources do not contain harmful contaminants and that there is sufficient quantity of water available for existing and anticipated recreational, residential, commercial and industrial needs.

Local zoning bylaws may also permit the creation of planned unit developments (PUD). These are a grouping of mixed use or residential structures, preplanned and developed on a single parcel of land. The setback, frontage, and density requirements of the zoning district may be varied, in consultation with the town planning commission, to allow creative and energy efficient design (i.e. east-west orientation of roads to encourage southern exposure of structures, solar access protection, use of land forms or vegetation for windbreaks, and attached structures).

Subdivision regulations govern the creation of new building lots, as well as the provision of access and other services and facilities to those lots. Subdivision regulations, like the PUD, involve the town planning commission or development review board in the design process. As with the PUD, the planning commission should use the opportunity to ensure that the conservation of energy is considered in subdivision development.

Except through the Act 250 process, there is no regulation of energy use in new construction in the Northwest Region. Act 250 requires that "best available technology" for energy efficiency and recovery be used in construction. In its review of development proposals, Act 250 applies to life cycle cost test to determine the "appropriate level" of energy efficiency. The "appropriate level" requires the developer to invest in energy efficiency up to the economic break-even point for a particular structure, occupant, and usage pattern. This standard allows for flexibility in design without sacrificing the energy efficiency of specific measures.

GOALS, POLICIES & OBJECTIVES

GENERAL GOALS:

6.1 Encourage conservation and efficient use of energy thereby saving the Region's financial resources and the world's energy resources.

6.2 Seek to incorporate the full costs of energy use in decision making.

POLICIES:

6.1 In the evaluation of all energy projects, those with the least adverse environmental, aesthetic, economic, and social impacts are preferred.

6.2 A broad range of options that could meet energy needs should be considered when evaluating energy-related projects, including conservation, efficiency and education, and those with the least adverse environmental, aesthetic, economic, and social impacts evaluated in the short and long term should be supported.

6.3 Efforts that reduce the energy demanded for transportation should be supported.

6.4 Efforts that reduce the emission of pollutants from energy production and/or consumption, particularly greenhouse gases and contributors to ozone depletion, should be strongly supported.

6.5 Promote least cost planning, or life cycle costing, which considers all costs of energy production and use, including environmental and social costs, from the origination of inputs to the disposal of outputs.

6.6 Generation, transmission and distribution lines or corridors should avoid adverse impacts on significant wetlands, plant and animal habitat, and recognized historic, natural, or cultural resources.

6.7 Support building standards that promote energy-efficiency.

OBJECTIVES:

6.1 NRPC should work with municipalities to develop an energy element for the municipal plan, which, if implemented, will result in energy savings to the community.

6.2 NRPC should assist in review of proposals for new energy sources or facilities to evaluate the economic, social, scenic and environmental costs.

GOALS, POLICIES & OBJECTIVES

GENERAL GOALS:

7.1 To promote a positive, open accessible dialogue within and between towns on regional land use issues.

7.2 To sustain and support the region's working landscape of farmland and forest land.

7.3 Maintain and preserve the scenic resources of the region for the benefit of current and future generations.

7.4 To seek a balance between private property rights and the public good that recognizes the substantial investment property owners have in their land while protecting public interests in commonly valued resources that span property lines including wildlife corridors, scenic resources and waterways.

GENERAL POLICIES:

7.1 Development should respect the physical limitations of the site.

7.2 Encourage development that works with the natural and cultural features of the landscape.

7.3 Support and utilize private and public land trusts as a method for the conservation of areas with significant aesthetic, environmental or agronomic value.

7.4 Public investments in infrastructure should encourage growth in designated growth centers and should not encourage the development and/or fragmentation of farmlands or other resource areas.

7.5 Encourage the use of transfer of development rights, purchase of development rights and similar strategies to:

1. encourage higher density development in growth centers;
2. to protect agricultural and forest resource lands in outlying areas;
3. to mitigate the secondary impacts of growth both within towns and between towns in the region; and
4. to mitigate the secondary impacts of growth in the region where the initial development is outside of the region.

7.6 Clustered developments should be designed to work with the landscape in terms of energy efficiency, protection of ecologically sensitive areas, conservation of farmland.

7.7 Clustered developments should be designed to encourage a sense of community.

7.8 Commercial strip development is discouraged in favor of development in growth centers and villages.

7.9 Construct corridors for new energy transmission facilities only when there is a demonstrated need, and then these should be built adjacent to and parallel to existing operational energy transmission corridors. Visual impact of these facilities should be minimized and should avoid sensitive natural features and historic resources.

7.10 Cumulative impacts of development and the scale and context of existing development will be considered when reviewing project proposals.

7.11 The use of vegetative screens and landscaping to reduce impacts of development is encouraged.

7.12 When buffer strips are designed they should serve multiple purposes where possible.

7.13 Development in wellhead protection areas should be discouraged.

GENERAL OBJECTIVES:

7.1 Continue to work with municipalities to assist them in developing or refining land use plans and by-laws.

7.2 Work with municipalities to promote understanding of the land use implications and potentials of their plans and by-laws.

Rutland Regional Plan

Adopted June 17, 2014

foundation of the Region's planning and development program. They are intended to be applied throughout the Region along with the *Plan's* goals for housing, economic development—in several forms, transportation, public facilities, natural and cultural resources, and energy, among others .

Future Use of Land Goals

The following broad goals for the future use of land in the Rutland Region are presented with the intent that they be read and considered together, as whole, and not as a series of individual statements:

- To maintain and improve the accessibility, livability and viability of existing built-up areas.
- To protect the character of rural areas and resource areas by discouraging scattered development and incompatible land uses.
- To promote competitive and sustainable agricultural, forestry, mineral extraction, and other practices that make use of the Region's natural resources.
- To encourage and facilitate development in existing and future growth centers appropriate to the scale of the centers.
- To promote intensive land uses and development only in areas where adequate public services, facilities, and employment centers are available.
- To protect the natural environment and its economic, ecological, sociological, psychological and aesthetic benefits.

Rutland RPC Actions

In addition to supporting activities and developments that contribute to individual communities and the Region, and which help meet the needs identified in this Plan, the Rutland Regional Planning Commission shall:

- Work with communities to develop municipal plans and regulations that promote compact development, mixed use villages and town centers, and productive working landscapes.
- Work with towns to implement their plans through regulatory and non-regulatory controls
- Provide towns with GIS data so when development proposals are presented, towns have the most up-to-date information to make informed decisions.
- Work with communities to retain vibrant village centers.
- Work with interested communities to successfully tie commercial and industrial uses into existing land use patterns.
- Provide ongoing education to local officials and boards on best practices for the review of development proposals.
- Participate in Act 250/Section 248 hearings for projects having Significant Regional Impacts.

FOOD FOR THOUGHT

"Density is an emotional thing masquerading as a scientific ratio.

"We always hear from people that they want a cafe, a bakery, and a bookstore. But all these businesses depend on a certain amount of street traffic. They're a function of density.... you need a certain amount of density at a certain household income within a certain radius to support a grocery store."

– architect Alex Seidel

FAST FACT

Between 1997 and 2002, the Rutland Region lost 7,-000 acres of agricultural land (roughly half the size of Sudbury or Wells) to development.

– US Census of Agriculture

RRPC Staff

Villages such as East Poultney are important features of the Region's landscape.

Coolidge, Aiken, West Rutland, the Lower Clarendon Gorge State Forests represent over 20,000 acres of land in the County open to undeveloped recreation. The Lower Clarendon Gorge State Forest provides day use access to an important natural water feature and scenic area. These forests also host hiking trails and some link together other important conserved lands. Coolidge Forest connects the north and south sections of the Green Mountain National Forest.

Rutland County has four state parks. On the western side of the County, three parks provide camping and water access to Lakes Bomoseen and St. Catherine as well as Half Moon Pond. In the Green Mountains, Gifford Woods State Park provides camping and picnicking opportunities adjacent to one of Vermont's best known old growth hardwood stands. The Appalachian Trail runs through the park and joins the Long Trail in the vicinity. Many State Parks have large acreage open to undeveloped recreation as well.

Municipal Forests

Most Municipal Forests were created in the early 1900's through legislation authorizing the establishment of "endowment forests." Seventeen towns in the region have at least one, ranging in size from 15 to over 1,000 acres. Municipal forests account for close to 10,000 total acres in Rutland county.

In a 1931 report from the Vermont Commission on Country Life, the value of these resources was described as, "a source of public education. Schools as well as the general public can here secure first hand information that often is obtainable in no other way. Such a forest area may well be the recreational center for the community, and when properly managed and administered, should become a source for revenue."

In Rutland, municipal forests were historically managed for timber revenue. While this is still the case in many instances, there has also been a shift to management of these forests for recreational and educational uses as well. Many town's maintain signed hiking trails and wildlife viewing areas as well as other recreation opportunities, and encourage use of the forests by residents and school groups.

Currently, many towns are recognizing the public benefit municipal forests can provide, and are working with Rutland County's Forester (an employee of the Vermont Department of Forests, Parks and Recreation), to create management plans that identifies the variety of values and uses for the forest as identified by town residents.

Wildlife Management Areas

Plymsbury, Shrewsbury/Plymouth, Otter Creek, Whipple Hollow and Buzkeck Wildlife Management Areas are also open to the public for nature watching and hunting and represent additional acreage appropriate for recreational use in the County.

CONNECTING THE PLAN

Access to recreation facilities is a transportation issue for residents dependent on public transportation to reach recreational opportunities. The condition of highways and trails to reach recreation areas affects their accessibility as well.

Lucas Somers

The Rutland Region Fieldhouse, opened in 2004, offers a playing surface for hockey, indoor soccer, and other events years round.

Trail Networks

The Department of the Interior, through the National Park Service, along with The Appalachian Trail Conservancy, a volunteer-based, private nonprofit organization dedicated to the conservation of the trail, manage the 2,175-mile Appalachian National Scenic Trail, a 250,000-acre greenway extending from Maine to Georgia. The trail enters Rutland County in Mt. Tabor, and makes its way north through the Town of Killington. There are many access points to the trail within the County.

The Long Trail is known as Vermont's "footpath in the wilderness." Built by the Green Mountain Club between 1910 and 1930, the Long Trail is the oldest long-distance trail in the United States. The Long Trail follows the main ridge of the Green Mountains from the Massachusetts-Vermont line to the Canadian border as it crosses Vermont's highest peaks. It was the inspiration for the Appalachian Trail, which coincides with it for one hundred miles in the southern third of the state. The Appalachian and Long Trails are one and the same from the southern border of the county until they cross Rte. 4 in Killington where they split off from one another.

Open to the public in the winter, the 300-mile Catamount Trail is North America's longest cross-country ski trail. Starting in Readsboro on the Massachusetts border, this winter-use only trail winds its way for 300 miles through the heart of the Green Mountains to North Troy on the Canadian border. The trail runs through Rutland County, generally following along the spine of the Green Mountains. Cross country ski trails are also maintained by private businesses, and can be found on the Green Mountain National Forest and the Coolidge State Forest.

The Vermont Association of Snow Travelers responsible for the maintenance and grooming of an extensive snowmobile network across the state. One of the oldest snowmobiling organizations in the U.S., VAST is a non-profit, private group that includes over 140 clubs statewide, with over 45,000 members combined. Eighty percent of VAST's trail system is on private land and permitted by agreement with each landowner. Nearly every town in Rutland County has VAST maintained snowmobile trails.

Many local hiking trail networks are used extensively for day hikes and wildlife viewing and can be found in many Municipal Forests and some State Forests and Parks. The D&H Rail Trail is ~20 miles long and connects Granville NY to Castleton through the town of Poultney. This trail is used by pedestrians, bicyclists and snowmobilers during the winter.

Trail Networks specifically designed for mountain biking existing in Pine Hill Park in Rutland City as well as at Killington Peak.

FOOD FOR THOUGHT

Recreation opportunities best provided and planned for at a regional level: inter municipal sports leagues, hiking, biking and ATV/Snowmobile trail networks, state and county wide bike routes, rail trail projects, water resources—rivers and lakes...

UNMET NEEDS

Recreational planning capacity and resources

Low or non-existent recreation budgets in most towns limit the ability of localities

Lucas Somers

Providing a range of recreation opportunities, like those in Wallingford, is important for people of all ages and interests to use facilities.

CONNECTING THE PLAN

The quality of many outdoor recreational experiences is dependent upon the health of the natural environment, continuance of open space, provision of aesthetically pleasing landscapes and the degree to which the environment has been altered by human activity.

Land development patterns affect recreation. The fragmentation of large open tracts of land into smaller , often residential, lots decreases hunting opportunities in the county. Stormwater runoff, clearing of riparian vegetation and other affects of development affect fish populations.

to adequately plan and provide recreation options. Only half the towns in the Region have a recreation commission, recreation department or recreation director.

The capacity of many groups to identify recreational needs, organize sports leagues, conduct feasibility studies for proposed recreation facilities and plan for facility maintenance and enhancement, on top of seeking out new recreational opportunities, is often insufficient. Towns with no recreation director or commission are at an even greater disadvantage and often depend on neighboring town's recreation facilities and programs.

Facility Needs

Many municipalities have cited vandalism, high maintenance costs of historic and public facilities, over use of recreational facilities and loss of scenic views and open areas to development as potential threats to the Region's recreational resources. Often, needs for increased staff training, better informational signs, and more extensive budgeting activities are necessary for current facilities to adequately meet users needs.

Even while municipalities are having trouble maintaining the facilities they have, there is a recognized need for additional basic facilities such as ball fields and trail networks to meet recreational needs at the local level.

New recreation programs

While children's recreation programs and sports opportunities are available to almost every child in the Region, there are few facilities and programs meeting the needs of adult, elderly and disabled users. The need for greater recreational opportunities for youth not interested in traditional sports leagues has also been identified.

Access to recreation opportunities

Udeveloped recreation areas—sledding hills, swimming holes, hunting lands, etc. —serve important recreational needs in almost every town in the Region. Loss of access to private lands is increasing due to liability concerns and the reluctance of landowners to keep their land open to unknown users. Loss of these private lands threaten to eliminate many of the recreational opportunities available across the Region, especially in smaller towns that do not have the resources to provide municipal recreational facilities. Part of the issue is the lack of homeowners' knowledge on the various forms of liability protection available to them.

Loss of access to water resources is also a concern, and towns with important water resources recognize the need to maintain public access points to these resources for those not owning shoreline property.

Conflicts between types of recreation and the desired characteristics of the experience can also affect the enjoyment of recreation in the region. Recreation takes many forms in the region, ranging from motorized ATV and snowmobile touring to activities requiring greater solitude, such as wildlife viewing and backcountry hiking and camping.

Limited transportation to recreation facilities

The distribution of recreation areas and facilities is concentrated in larger population centers, making access difficult to residents of the Region without transportation. Because of the nature of recreation, trailheads, lake access points and other opportunities are often outside of the Region's public transportation system and generally inaccessible to residents who do not have their own transportation.

Automobile dependence could be decreased by better access to facilities by

FOOD FOR THOUGHT

Farm and forest lands have a number of benefits:

- Production of local food products significantly reduces transportation costs and consumption of fuel;
- As a land use, agriculture has a positive fiscal impact on the community's tax base (ie. demands less services than it contributes in taxes);
- Farming of certain crops is a positive use of floodplain areas;
- Open fields, forests and meadows are an important areas for groundwater recharge ;
- Locally-owned and operated businesses such as farms and wood manufacturers circulate local money in the local economy;
- Corn fields and other farmlands provide habitat for wild animals including deer, turkey and woodcock;
- Forests provide habitat to a wide range of animals and birds, including large animals such as moose, bear and large cats;
- Active farmlands provide open space and scenic views as well as a land use tradition characteristic of rural Vermont; and
- Forests provide a variety of outdoor recreation opportunities as well as a varied and scenic backdrop throughout the year.

in the coming years. Financial incentives to seasonal employees may be an enticement. Elsewhere there are programs designed to recruit a pool of workers interested in seasonal agriculture jobs.

RRPC Actions

In addition to supporting activities and developments that contribute to individual communities and the Region, and which help meet the needs identified in this Plan, the Rutland Regional Planning Commission shall:

- Work with interested communities to better support the retention and viability of agricultural and forest lands through their land use plans and regulations and remove language that may unintentionally inhibit farm and forestry enterprises.
- Work with area farmers and the Rutland Area Farm and Food Link to identify gaps in infrastructure needed to increase supply of agricultural products produced in the Region.
- Work with local towns and land trusts to examine the effects of land conservation techniques.
- Partner with other organizations to create a farm incubator in the Rutland Region to help new farmers get started in this Region.
- Support partnerships with Natural Resource Agencies to plan for sustainable farming and forestry.
- Where housing or other development on lands suitable for agriculture and forestry is proposed, help shape land use regulations and development review to encourage cluster housing to allow for the continuation of large tracts.
- Work with the Rutland Workforce Investment Board to address employment needs of farm and forestry sectors.
- Promote density-based or sliding-scale zoning in land use bylaws to allow for the retention of large parcels, while allowing for small house sites.
- Map significant agricultural and forest lands in municipal plans and identify for protection.
- Do not support Act 250 applications that permanently destroy significant amounts of farm and forest lands.

Additional Resources

One of the objectives of this Plan is to provide communities with the tools, and the framework, for developing effective local plans and policies. This Plan should be used as a resource for communities preparing plan updates. In addition to the plan, however, a number of other resources are available:

- US Census – (www.census.gov). This site contains the most commonly used housing and demographic data across the country
- 2002 US Census on Agriculture (www.census.gov).
- Vermont Agency of Agriculture website (www.vermontagriculture.com)
- Cornell Community Food and Agriculture Program website (www.cfap.org)
- Food Routes website (www.foodroutes.org)
- Vermont Fresh Network (www.vermontfresh.net)
- Rutland Area Farm and Food Link website (www.rutlandfarmandfood.org)
- Poultney-Mettowee Natural Resource Conservation District (www.vacd.org/pmnrcd)
- Rutland Natural Resource Conservation District (www.vacd.org/rutland/)
- Vermont Forest Parks and Recreation Maple website (http://www.mapleinfo.org/)
- Vermont Division of Forestry website (http://www.vtfpr.org/htm/forestry.cfm)

FAST FACT

The VT Water Resources Panel has a classification system for surface water that establishes management goals and practical uses.

- Class A(1) waters are ecological waters which are managed to maintain waters in a natural condition. All waters above 2,500 feet in elevation are classified A(1).
- Class A(2) waters are managed as public supplies and therefore allow moderate water level fluctuation.
- Class B waters are designated as being either Water Management Type 1, 2, or 3 depending upon their protection and management. Most waters in the Rutland Region are Class B, targeted for achieving and maintaining water quality levels suitable for swimming, boating, and drinking with treatment as well as for irrigation and livestock watering.

guide to project implementation. It has provided local volunteers and officials, as well as state agencies, a framework for tackling broad water quality issues at the local and multi-municipal level. A plan for the Otter Creek is under development.

Surface Water

The Rutland Region's surface water resources consist of over 7,100 miles of rivers and streams and 57,000 acres of lakes and major ponds, not including Lake Champlain.

These rivers, streams, lakes, ponds, and the lands adjacent to them provide a variety of important riparian habitats for several plant and animal communities. These communities depend on the water resource for shelter and food for their survival during several life cycles. Not only are these riparian communities important to the quality of life, ecological balance and biological diversity of the Region, but also provide economic and human health assets as well.

The Poultney River, notably, has been designated an outstanding water resource because of its exceptional natural, scenic and cultural values.

The Vermont Department of Environmental Conservation's Water Quality Division maintains a river and lake assessment database on 71 lakes and ponds in the Region. The assessment, available online, includes scores for several water quality indicators for the water body.

The Department also maintains a listing of impaired waters in need of restoration, management plans, and individual water quality-based effluent limitations. The 2006 report lists 14 impaired water body segments in the Rutland Region. Impairments may be based on elevated levels of pollutants which endanger wildlife or humans.

Floodplains

Floodplains play a critical role in the storage and conveyance of flood waters and maintenance of ecological water systems. Historic development and the associated fill placed in some of the Region's floodplains have obstruct flood flows and reduced their ability to store water. In some cases, these obstructions have subsequently caused floodwaters to rise to higher levels on upstream and adjacent properties affecting water quality and causing property damage.

All but two of the Region's municipalities have regulations in place to address flood hazards at a basic level. The majority of these town are also participants in the National Floodplain Insurance Program (NFIP), which makes Federally backed flood insurance available to homeowners, renters, and business owners in these communities.

A handful of towns have begun to take the next step with their regulations, applying local knowledge and historical perspective to craft approaches that can work for their particular municipality.

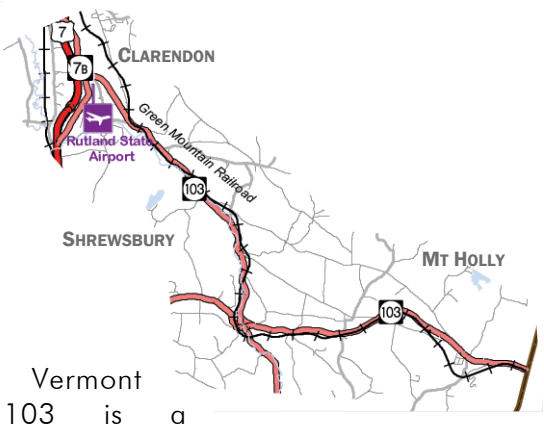
Wetlands

Wetlands in the Rutland Region include many ponds, vernal pools, bogs, fens, marshes, wet meadows, shrub swamps, and wooded swamps. They serve a series of important ecological functions,

RRPC Staff

Direct discharges of stormwater, such as this one in Rutland, transmit pollutants from human activity directly into streams and ponds.

Vermont Route 103/ Green Mountain Railroad



Vermont 103 is a principal arterial connecting the center of the Rutland Region (Clarendon, south of Rutland) with southeastern Vermont and points beyond. It shares its corridor with the Green Mountain Railroad. An undivided two-lane highway, Vermont 103 travels for roughly ten miles through mostly rural countryside, except for the village of Cuttingsville. Though used as an alternative east-west corridor by some travelers wishing to avoid delays on eastern portions of US 4 (including an increasing number of trucks), the volume of traffic is relatively light for a highway of its functional class.

Green Mountain Railroad, extending from Rutland to Bellows Falls, where it connects to the New England Central Railroad, operates on right-of-way owned by the State. Limited overhead clearances at the tunnel in Bellows Falls constrain its potential for freight operations.

For the Future:

Plans include a project to realign the curve in the roadway near the Green Mountain Railroad overpass. Rail improvements include upgrades at the crossings, most of which are unsignalized and structural repairs and upgrades as necessary to achieve desired operating speeds.

Vermont Route 30

Located near the western border of Vermont, VT 30 lies in a valley between ranges of the Taconic Mountains. It traverses three counties in western Vermont, extending from Manchester in Bennington County to Middlebury in Addison County.

In the Rutland Region it is a two-lane rural highway traveling north-south for more than 40 miles from Pawlet to Sudbury. Land use patterns along the route are rural and recreational, reflecting its location in the southwestern Vermont's lakes region, and built up villages in Poultney and Castleton.

Prevailing traffic patterns reflect these land uses. A mixture of land uses generates a comparable mix of vehicles, with travel types ranging from tourism-related to commercial and industrial. A rail-trail is located parallel to Route 30 in Poultney but otherwise the corridor is solely defined by this rural major arterial/ collector. Individual bicyclists and bike tour groups frequent this scenic roadway corridor, which lacks wide shoulders.

For the Future:

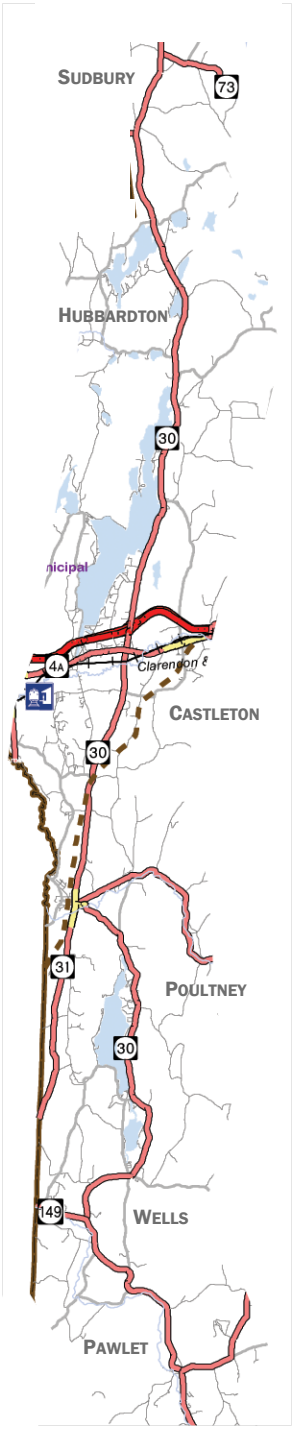
Physical improvements include maintaining the roadway and safety improvements such as pull-offs at scenic locations, sound access management practices, and widening shoulders for bike and pedestrian travel.

Vermont Route 133

Vermont 133, rural major collector, connects the center of the Rutland Region (Business Route 4) with the southwest corner (Route 30 in the center of Pawlet) and northwest Bennington County. The corridor is comprised of the roadway and its limited shoulders for bicyclists and pedestrians. Within the village area of Pawlet and West Rutland, there are sidewalks.

At the request of local officials, it was added to the state highway system in the late 1980's. Use of the two-lane rural

VT ROUTE 30



good access management practices along major travel and freight routes.

- Seek scenic designations for highways in interested communities.
- Prepare Corridor Management Studies to comprehensively address land use and transportation.
- Annually develop a prioritized list of transportation projects and seek funding for implementation
- Assist communities with preparation of municipal plans that contain transportation elements that are comprehensive and consistent with the *Regional Transportation Plan.*
- Identify intelligent transportation system applications for the Rutland Region, including traffic management, traveler information and safety-related projects.
- Continue to provide staff support to the Rutland Region Transportation Council (RRTC).
- Work with the RRTC to identify and prioritize transportation projects.
- Further the mindset of designing cities around people not automobiles.
- Include policies and recommendations about multi-modal corridors in the development of municipal plans.
- During Act 250 review, ensure all projects are consistent with municipal and regional plans.

ADDITIONAL RESOURCES

In addition to the *Plan*, the Transportation Plan Technical Report and the following resources are available:

- US Census – (www.census.gov). This site contains the most commonly used demographic and transportation data across the country. The 2000 US Census on Transportation (www.fhwa.dot.gov/ctpp/census.gov) contains the most widely used basic transportation planning data
- Vermont Agency of Transportation website (www.aot.state.vt.us). This includes:
  - Links to traffic data and other highway research publications-http://www.aot.state.vt.us/techservices/Documents/HighResearch/Publications/pub.htm
  - Links to Vermont Policy Plans and Studies—http://www.aot.state.vt.us/planning/studies.htm
- Vermont Center for Geographic Information—http://www.vcgi.org/
- Upgrades to US Route 4 and 7 in Rutland City and Rutland Town. McFarland– Johnson, Inc. For VTrans. January 2002.
- Planning Magazine of American Planning Association. This magazine annually prepares a special issue on transportation.
- Marble Valley Regional Transit District– www.thebus.com and http://www.aot.state.vt.us/planning/studies.htm
- Short Range Public Transportation Plan for Marble Valley Regional Transit District. KFH Group for VTrans. April 2003.
- US DOT Design Guide, "Accommodating Bicycle and Pedestrian Travel", www.fhwa.dot.gov/environment/bikeped/design.htm.
- McCann, Barbara, "Complete the Streets." Planning Magazine. May 2005.
- Rutland Area Physical Activity Coalition– http://www.rapac.info
  - Links to Bike Rutland-http://www.walkrutland.com/BikeRutland/index.html
  - Links to Walk Rutland- http://www.walkrutland.com/
- Albany-Bennington-Rutland- Burlington ABRB Project. Clough, Harbour and Associates LLP. October 2004.
- Rutland State Airport- http://www.vermontairports.com/rutland.html
- Intelligent Transportation Systems– ITS Deployment and Integration in Rural Vermont– Sadek and Mark for VTrans. July 2003

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Effective July 21, 2009

11. To develop a transportation system that balances the needs of safety, convenience, cost, energy efficiency, environmental protection, economic growth, and recreation.

12. To further the Vermont Planning Goals found in (24 V.S.A. §4302).

REGIONAL POLICIES

1. All inhabitants and wildlife should be provided with a healthy living environment through improvement and maintenance of the air, water, and soil quality.

2. Natural resource use that ensures the protection of sufficient renewable resources for future generations and provides for reasonable economic return should be supported.

3. Irreplaceable natural and fragile areas, outstanding water resources, rare and endangered species and their habitats, and significant scenic features should be protected and preserved.

4. Regionally significant natural, cultural, and archeological features, and historic sites and buildings should be protected and preserved.

5. Cooperation and coordination among member towns is encouraged in planning for growth and development, to enable an evaluation of the potential for regional and interjurisdictional impacts.

6. All appropriate agencies should cooperate in the development and maintenance of a safe and efficient regional transportation system that meets the vehicular and pedestrian needs of all residents with minimum impact to the Region's environmental and aesthetic qualities.

7. Environmentally benign or beneficial economic development that will provide desirable jobs for regional residents, reduce unemployment, improve per capita income, and maintain the character of the Region should be promoted.

8. Energy efficiency and conservation, the development of renewable resources, and the use of alternative energy sources are encouraged.

9. The manufacturing and marketing of local value-added agricultural and/or forest products is encouraged.

10. The provision and enhancement of recreational opportunities for all residents, and promotion of tourism-related economic development that furthers the goals of this Plan should be encouraged.

11. The protection of significant agricultural and forested land, through incentives and measures which discourage the subdivision or fragmentation of large parcels of such land is encouraged.

set of criteria. Towns may also include review of historic impacts under conditional use and site plan approval guidelines in their zoning bylaws.

Act 250 - Some development may be subject to review of potential impact on historic resources under criteria 8 and 10 of Act 250. Under criterion 8, applicants must show that a project will "not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas". Under Criterion 10, a project must be shown to be in conformance with "any duly adopted local or regional plan or capital program".

Section 106 of the National Historic Preservation Act of 1966 – The Vermont Division for Historic Preservation reviews projects when a federal agency/funding is involved with a project.

Vermont Historic Preservation Act – In accordance with 22 V.S.A. §742 the Vermont Division for Historic Preservation reviews projects when a state agency/funding is involved with the project, on behalf of the Vermont Advisory Council on Historic Preservation.

The most important tools for historic preservation in any town are a sense of pride and a strong stewardship ethic in its residents. Education and cooperation between local planning and development bodies, historical societies, residents, visitors, the business community, and property owners should be fostered throughout the Region. The cultural and historic resources of southern Windsor County may represent its most distinct and outstanding feature. Recognizing and protecting their value can foster civic pride; stimulate improvements in education; encourage environmental protection and sound land use planning; help attract businesses and expand tourism; and support the agricultural and forestry economies through the preservation of farms and maintenance of historical settlement patterns.

C. Aesthetics: Scenic Lands and Open Space

The harmonious mix of open space, villages, farms, country roads, mountainous terrain, historic architecture, and surface waters in the Region provides for scenic vistas and an attractive landscape. This landscape is also an economic asset, and has a tangible economic value to the Region. The rural lifestyle and scenic landscapes attract many tourists. Tourism is a significant industry in the Region. The preservation of these aesthetic and scenic resources has become increasingly difficult due to economic and development pressures. Over the past several decades, highway strip development has emerged between town village centers and the countryside thus threatening the Region's traditional land use pattern. Agricultural fields and working forestlands juxtaposed to dense villages combine to create the traditional Vermont landscape that residents and tourists cherish. Development can occur in ways that do not adversely impact this traditional landscape, such as innovative site plans, clustering around already established villages and town centers. Future development needs to be cognizant of the landscape's heritage and work towards mitigating any adverse impacts to the land's historic legacy.

Efforts to alleviate these pressures or to mitigate any negative effects of development are necessary to protect, preserve, and improve the significant aesthetic resources within the Region. Such efforts should include a continued emphasis and restructuring of municipal planning and zoning administration, which protects and preserves the landscape heritage in the Region.

The Region has prominent ridgelines and mountain tops that are inherently and especially sensitive, e.g. the Alps and Little Ascutney Mountain. Development in these areas is strongly discouraged. Such proposed development should work towards design plans that retain the prominent natural appearance by locating in less visible areas and away from highly visible ridgelines, blending and or hiding structures within existing wooded hillsides, and where possible, avoid excessive use of reflective glass. Aesthetic resources are protected by Criterion 8 of Vermont's Act 250, which does not relegate scenic beauty to pristine areas alone, but to settled areas and farmlands as well.

Natural beauty, visual harmony, and peace and quiet have all been addressed by the Environmental Board as aesthetic values. In its Quechee Analysis, "Undue Adverse Effects" are clarified by the following factors:

Would the project have any "adverse" aesthetic impact?

a. What is the surrounding area like?
b. Is the project compatible with its surrounding area?
c. Have suitable colors and materials been selected?
d. How visible is the project?
e. How does the project affect open space in the area?
f. Is the project proposed for a visually sensitive type of land?

If there is an adverse effect, is it "undue"?

a. Would the project violate any clearly written community standard?
b. Would the average person find the project shocking or offensive?
c. Has the applicant failed to take reasonable steps to lessen any adverse effects?

The Board has characterized the Vermont settlement pattern as open, rural areas punctuated by village centers and strives to protect that pattern. Though the term "aesthetics" is broadly construed, towns can use these factors when considering policies to guide the protection of aesthetic resources.

1. Light Pollution

One of the most valued resources of a rural region is a night sky unimpaired by "sky glow" from the misdirected light of urbanized areas and recreational resorts. Many outdoor lights are poorly designed or improperly aimed, allowing light to project above the horizon and wash out the view of the stars. Poorly designed exterior lighting also creates annoying glare, light trespass on neighboring property, and energy waste. There are now options for outdoor lighting, which are better designed to direct light downward where it belongs. Future consideration of this technology would help reduce cumulative negative effects on aesthetic resources.

2. Scenic Roads and Byways

Vermont has been involved with scenery preservation issues as early as 1937. In 1966, the State established the Scenery Preservation Council. Key milestones for the Council were the passage of the "outdoor Advertising Law, i.e., the billboard ban in 1968; numerous studies on Vermont's scenic qualities; and the publication of the "Vermont Backroads Handbook". The Scenic Roads Law was passed in 1977, initiating the state Scenic Roads Program. The purpose of the Scenic Roads Program was to protect the physical character and condition of the roadway right-of-way.

The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 initiated the National Scenic Byways Program. In 1992, Vermont received ISTEA funding to develop the Vermont Byway Program which focused scenic byway designation through corridor planning at the local and regional level. The Vermont Byways Program expanded upon the strict approach of the former program to one that gives equal recognition to property rights, land use, and resource planning issues. The Vermont Byways program reflects a multifaceted approach to encourage communities, preservationists, business owners, and property owners to work together to protect Vermont's rural and scenic character. The purpose of the Byway program is to foster cooperative ventures or public-private partnerships, and to protect, enhance, and/or promote the natural, cultural, historic, archeological, recreational, and scenic qualities of the National Scenic Byways Program. Beginning in 1993 with the reactivation of the Scenery Preservation Council, the Scenic Roads Program was renamed the Vermont Byways Program.

The Scenery Preservation Council primarily focuses on the following:

1. Consultation with municipalities, regional planning commissions, and the Transportation Board for local, state, and federal designation of roads and highways.

2. Encourage and assist fostering awareness on scenery preservation and aesthetic issues related to roads, highways, and related areas.

3. Review applications to the National Scenic Byways Program and make recommendations to the Secretary of the Agency of Transportation.

A state-designated scenic byway may be nominated to be part of the National Scenic Byway program as long as it meets certain criteria and possesses one of six intrinsic qualities. The criteria for state designation to the National Scenic Byway Program are as follows: 1) must have a completed corridor management plan, 2) must accommodate bicycle and pedestrian traffic where feasible, 3) must accommodate two-wheel drive passenger vehicles with standard clearances. "All-American Roads" must meet the National Scenic Byway criteria listed above, and must possess at least two of six intrinsic qualities. The intrinsic qualities for which National Scenic Byways and All-American Roads are recognized are features that are considered representative, unique, or irreplaceable. These features fall under six broad categories: scenic, cultural, historic, archeological, recreational, and natural.

The National Scenic Byways program was established under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 in order to "identify, designate and promote

scenic byways and to protect and enhance the recreational, scenic, historic and cultural qualities of the areas through which these byways pass." Scenic Byways are eligible for federal funding for tourism or resource conservation activities along designated corridors (Vermont's Highway System Policy Plan, VTrans, 2004).

On September 22, 2005, the Federal Highway Administration awarded national designation to the Connecticut River Byway making it officially a National Scenic Byway. It is a two-state byway, spanning the west and east shores of the Connecticut River in Vermont and New Hampshire. The segment of the Byway in this Region includes the US Route 5 corridor through Windsor, Weathersfield and Springfield. The two spurs including VT Route 44 to Brownsville and VT Route 11 to downtown Springfield, continue to be part of the originally designated Connecticut River Scenic Byway .

State scenic roads may be established by recommendation of the Scenery Preservation Council per 19 V.S.A. §2501. Any construction or maintenance work on designated state scenic roads must be consistent with the standards established by VTrans pursuant to 10 V.S.A. §425. The segment of VT Route 131 in Cavendish is the only designated Scenic Highway in this Region.

Towns in Vermont are enabled to designate municipally-maintained roads as "scenic roads," as established by 19 V.S.A. §2502. Town scenic roads are also subject to the standards established by the State Transportation Board. Those standards for scenic roads address appropriate minimum roadway widths, alignment, landscaping and traffic control methods, pursuant to 10 VSA §425. There are no scenic roads in this Region at this time.

3. Scenic Resource Inventories

As part of the Connecticut River Scenic Byway Study, regional planning commissions developed systems to inventory and evaluate scenic resources. Because evaluation of these resources is subjective, such systems can be highly variable. Areas of scenic significance, including ridgelines, are determined through a process that involves public input by local planning boards, Conservation Commissions, and interested local residents. In addition to determining whether roadways are suitable for scenic byway programs, an inventory of scenic resources contributes to local open space, conservation, and telecommunications tower planning efforts. Currently, only the towns of Reading, Weathersfield and West Windsor have active Conservation Commissions.

The following landscape types are areas that towns may wish to consider when determining areas of scenic significance:

- shorelands adjacent to public lakes, rivers, or ponds;
- prominent ridgelines, mountain tops, or excessively steep slopes that can be viewed
- from public roadways;
- exceptional agricultural and historic areas, recognized as outstanding resources;
- areas within or immediately adjacent to wetlands and natural areas designated by towns or the state; or

- areas of high scenic quality such as ridgelines which are publicly recognized as exceptionally unique or are noted examples of the dominant characteristics of an area in the Region.

In addition, the diversity of landscape types; the size, scale, and architectural continuity of the manmade landscape; the focal dominance; and the intactness of the landscape are likely to contribute to the scenic qualities of an area.

4. Planning for Open Space

"Open space" may be defined as land which is not developed and is of some benefit to the public for many of the reasons described throughout this chapter and the Natural Resources chapter. Open space that is publicly owned or permanently protected through the sale or donation of development rights may ensure the long-term productive capacity of forest or agricultural land; preserve wildlife habitat; protect groundwater resources; provide recreation land; and preserve important historic, scenic and cultural resources.

Open space may be land that is conserved either through fee simple acquisition by local, state, or federal government or through the sale or donation of development rights to local government or a nonprofit conservation organization, often using a conservation easement which limits development on land while keeping it available for farming, forestry, and recreational enjoyment.

The Upper Valley Land Trust (UVLT) is located in Hanover, New Hampshire, and provides conservation leadership, tools and expertise to permanently protect the working farms, forested ridges, wildlife habitat, water resources, trails and scenic landscapes that surround residential areas and commercial centers. UVLT focuses its mission in 44 Vermont and New Hampshire towns (including Springfield, Weathersfield, Windsor, West Windsor and Reading) in the upper Connecticut River valley. UVLT is a sponsor member of the Land Trust Alliance, an organization that promotes land conservation by providing advocacy and professional resources to over 1600 land trusts nationwide.

In addition, the Vermont Land Trust (VLT) is one of the most effective land trusts in the country. Its primary focus is on permanently conserving productive, recreational, and scenic lands vital to Vermont's and rural economy and environment. VLT has helped landowners in communicates throughout Vermont, to permanently protect more than 483,000 acres – 8% of Vermont's privately-owned land. **Table 7.3** below lists conserved lands in the Region.

Open space may also be privately owned agricultural or forestland, which offers economic benefits through productive use and may contribute to the scenic nature of the landscape or be accessible for recreation. Owners of such land may be encouraged to maintain its productive capacity through programs such as Local Tax Stabilization agreements for farmland, forest land, or open space; or through the state's Use Value Appraisal Program, commonly referred to as "Current Use", which requires towns to assess enrolled farmland or forest land at use value rather than fair market value. Fear of liability often causes landowners to prohibit public access for recreational uses; however, legislation enacted in

3. Efforts of community, regional, state, and federal organizations which sponsor or provide financial or technical assistance for cultural and historic preservation and education in the Region should be supported.

4. Reuse of historically significant buildings and sites that maintains and preserves their architectural and historic character is encouraged.

5. Regionally significant historic buildings and sites should be preserved. Necessary renovations should reflect the historic character of the resource. In the case of private homes, owners are encouraged to consider the site's historic, cultural, and economic value to themselves and the community when deciding how best to maintain and manage them.

6. Encourage towns, through their Planning Commissions and on-site visits, to educate the public and promote awareness of significant cultural/aesthetic resources, such as cellar holes and stonework, etc.

CULTURAL/HISTORIC RESOURCE RECOMMENDATIONS

1. Work cooperatively with local communities to inventory and map significant cultural and historic resources to ensure their protection.

2. Work with communities to develop criteria for evaluating the impacts that projects may have on designated historic sites or districts.

3. Continue to support cooperative efforts to designate National Historic Register Sites and Districts and evaluate federally funded projects in the Region that impact designated properties and resources.

4. Support the development of programs focusing on local, regional, and state history and culture in the Region's schools.

5. Provide support for towns wishing to include design control districts or local historic districts in their zoning bylaws under 24 V.S.A. §4407.

SCENIC LANDS AND OPEN SPACE GOALS

1. Achieve a balance between scenic or open land uses and other land uses in the best interest of the environment and the Region's residents.

2. Maintain or enhance the diversity of ecosystems throughout the Region and promote connectivity between conserved lands wherever possible.

3. Protect the environmental character and integrity of significant natural and scenic resources as identified by member towns.

SCENIC LANDS AND OPEN SPACE POLICIES (*see also Natural Resources Chapter*)

1. Local, state or federal programs and legislative efforts which protect and enhance the economic, cultural, environmental, and aesthetic values of forested and scenic resources should be supported.

2. Local Tax Stabilization (Current Use) programs that provide incentives for landowners to conserve farmland, forestland, and open space should be supported.

3. Towns should be encouraged to develop policies that promote clustering or other development patterns that will maximize forested areas and open space.

4. Conservation of open and scenic lands through the use of public/private funds for the purchase of development rights, fee simple purchase, and other such measures should be supported.

5. The preservation of historic and archeological resources that enhance the significant scenic resources of the Region should be supported.

6. Development projects which complement or enhance significant scenic resources should be supported.

7. The following sites are inherently and especially sensitive, and as such, development in these areas is discouraged:

   - Hawks Mountain in Cavendish, Baltimore, and Weathersfield
   - The Alps region of Cavendish and Reading
   - Little Ascutney Mountain in Weathersfield and West Windsor
   - Terrible Mountain in Andover and Ludlow
   - The Pinnacle in Ludlow

8. Towns should be encouraged to develop policies for the protection of regional scenic viewsheds.

9. Structures and exterior areas should be illuminated only at levels necessary to ensure safety and security of persons and property.

10. Encourage exterior lighting that is designed so that light projects downward and is shielded from public roads, adjacent residences, and distant vantage points.

11. Encourage additional scenic byway designation where appropriate.

SCENIC LANDS AND OPEN SPACE RECOMMENDATIONS

1. Work with local communities to identify and develop a comprehensive inventory of forested lands, open space, and significant scenic resources throughout the Region,

and analyze the results. Assist communities in developing conservation strategies for locally and regionally significant scenic resources.

2. Work with member towns and appropriate agencies to secure donations or acquisitions of scenic easements, greenways segments, forested land or other land and water areas that will enhance the significant scenic resources of the Region.

3. Continue to work with, and assist in the development of, local Conservation Commissions.

4. When the opportunity arises, work with local organizations, neighboring regional planning commissions, and state entities to evaluate certain roadways and corridors for Vermont Byway designation suitability.

5. Assist member towns to update town plants and implementation measures which protect and preserve the landscape heritage in the Region.

While solar is one of the cleanest forms of alternative energy, comparatively, it is the most expensive since costs are front-loaded. These costs, however, should decline with the increase in technology which presently is in its infancy. In addition to initial investment costs, capacity to utilize solar energy can also be affected by siting and the lack of technical knowledge. Despite these constraints, its positive attributes make it an energy source that policies should encourage. Information regarding solar energy in Vermont can be found at http://publicservice.vermont.gov/energy-efficiency/ee_vtsolarguide.html.

3. Micro-hydro

Micro-hydro systems are those hydro-electric generating systems with a rated capacity of approximately 300 kW which is the maximum size for most stand alone hydro systems not connected to the grid, and suitable for "run-of-the-river" installations. "Run-of-the-river" refers to a type of hydroelectric generation where the natural flow and elevation drop of a river are used to generate electricity. This generation has a minimal environmental impact on the local ecosystem since the water runs straight through the generator and back into the stream.

Advantages to micro-hydro include:

- small amount of flow or a drop as low as two feet to generate electricity to a site up to a mile away;
- continuous supply of electrical supply compared to other renewable energies;
- cost run from $1,000 - $20,000 depending on site requirements and location;
- low maintenance fees; and
- ability to supplement with intake from existing power grid or other alternative systems if needed.

Disadvantages to micro-hydro include:

- suitable site characteristics (flow rate, output and drop);
- low power in summer months; and
- ecological impact (while small, still needs to be considered).

4. Vermont Incentives for Renewables and Efficiency

Vermont has many incentives for utilizing renewables and becoming energy efficient. Such incentives include sales tax exemptions, the solar and small wind state rebate program, corporate tax credits for solar, and several loan and grant programs. More information on state incentives can be found at the Database of State Incentives for Renewables & Efficiency's website http://www.dsireusa.org.

5. Alternative Energy Facilities

While the RPC supports and encourages the development of alternative energy facilities in the Region, it also believes that they should not come at a cost to the Region's natural resources. In that respect, the following guidelines shall be observed:

(a) developers should first define the character of the proposed site to determine how well the proposed facility will conform to the existing landscape including

scenic quality (focal points, viewer sensitivity, topographic diversity, prominence/dominance, order of landscapes and patterns of development);

(b) proposed projects should meet the aesthetic test set forth under Criterion 8 of Act 250;

(c) site selection should also consider access, site clearing, onsite power lines, substations, lighting and off-site power lines. Minimal disturbance of the site shall be a planning objective;

(d) reasonable measures shall be taken to mitigate possible destruction or impairment of habitats existing in a project area; and

(e) facilities deemed to be abandoned or unused should be removed by the owner/operator(s) within a reasonable time from cessation of operations, as well as restoring and/or enhancing the site back to its natural state.

F. Planning Implications

While energy decisions can seem like an uphill battle, every resident can make a difference. Small changes add up and sound regional and local planning can play a positive and effective role in guiding energy decisions. By promoting appropriate land use patterns, participating in energy development decisions, facilitating alternative transportation options, and encouraging energy conservation strategies; municipalities can provide leadership toward a position of sustainable energy use which will not only help to maintain a healthy environment, but will also build a foundation for economic health and stability.

Local planning and zoning bylaws also play an important role in promoting energy efficient development. Planning efforts should be cognizant of settlement patterns less dependent on single occupant vehicle transportation models, land uses and policies that encourage energy conservation and efficient uses of energy resources. In addition, when implementing town plans, municipalities should consider zoning bylaws and subdivision regulations in the development of alternative energy structures/systems where feasible. Furthermore, there needs to be some flexibility in zoning bylaws to allow for an increase in the use of emerging technological advancements in energy resources such as solar and wind.

ENERGY GOALS

1. To improve conservation and efficiency in the use of existing energy resources, and to facilitate the transition to cleaner energy resources in order to protect the environment.

2. To reduce demand for fossil fuels by promoting public transportation, ride-share programs and other programs that lessens the dependence on single occupancy vehicles.

3. To encourage land use patterns and development in the Region that use energy more efficiently.