

JAY
COMMUNITY
DEVELOPMENT
PLAN
2005

ADOPTED BY SELECTMEN:

JUNE 6, 2005

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PURPOSE AND SCOPE

In accordance with 24 VSA Chapter 117, the Planning Commission of the Town of Jay was appointed by the Board of Selectmen in September of 1987 and subsequently has prepared the comprehensive Municipal Development Plan as part of its duties. With governmental processes becoming more complex and with town budgets and requests for services increasing, it becomes very important for the town to look to the future and determine for itself how it wishes to grow, what its needs will be, how to meet increasing costs, and how to protect its irreplaceable assets. At the same time the public health, safety, welfare and rural quality of life shall be maintained.

It is recognized that planning for the future is a process, which can best be done as a continuing activity. This Municipal Development Plan is intended as a policy guideline that should change as the needs and desires of the community change. This Jay Community Development Plan update was funded by a grant from the state of Vermont.

While a development plan does not have the same legal standing as zoning and subdivisions regulations, it is the guideline for which the regulations for the town are derived. It is always a part of the considerations of the District Environmental Commission and the State Environmental Board in hearings under Act 250, the development law of the State of Vermont. All land use and development must comply with the goals and policies set forth in the Jay Community Town Plan. (moved from goals section)

CITIZEN PARTICIPATION

In preparing this document, the needs, desires, and opinions of the citizens of Jay were solicited. Their expressions were incorporated into the development of the goals and policies.

A written survey was mailed to all property owners and renters in the town of Jay. Insights and details gleaned from the 180 responses were incorporated into this document by the Planning Commission at its monthly meetings.

Total concepts, goals, policies, and recommendations were, again, openly presented just prior to the final draft of this Community Plan.

Goals

- 1) To direct and manage the orderly growth and development of the Town of Jay in such a way as to maintain a healthful and quality life style in a rural environment of natural beauty and economic well being. In order to address the needs of the Town in an era of probable growth, the following specific goals have been developed:
- 2) Provide for coordinated development incorporating a town theme.
- 3) Provide for the conservation of energy.
- 4) Ensure that the basic needs for health, safety, and well being of the town residents are met and maintained at satisfactory levels.
- 5) Provide for quality education and education facilities for the town.
- 6) Provide for the designation, acquisition, and preservation of recreational areas in the town.
- 7) Plan a safe, convenient, and attractive public transportation system as future needs require.
- 8) Accommodate the changing needs of the town through a continuing planning process.
- 9) Discourage uncoordinated or incompatible development.
- 10) Encourage the introduction of light manufacturing and small industries compatible with the rural nature of Jay that will strengthen the economy and provide employment opportunities for the town's residents, in designated areas.
- 11) Prepare standards to regulate any potential development of multiple mobile home parks.
- 12) Preserve the small town quality of Jay during the development process.
- 13) Encourage the creation of a pedestrian-orientated village at the Jay-Cross Road area that mimics the historic Vermont settlement patterns of a compact commercial and mixed-used village center surrounded by rural countryside.
- 14) To plan for and encourage development in growth areas by the provision of appropriate and efficient public facilities to each area.
- 15) Encourage development at a moderate rate in appropriate locations providing essential services consistent with the best interests of the community and without undue financial burden on the town or its residents.

- 16)The primary objectives of local land use controls and capital facilities investments shall be the strengthening of the village growth areas with the simultaneous preservation and development of the balance of Jay.
- 17)Community development in the non-growth center areas of Jay shall be accomplished in a manner that both creates economic opportunity and also protects the inherent rural character of the town. The key to this action is the development of the recreation and tourism potential of the community.
- 18)Job growth in the community will be focused in the growth centers where physical, municipal and economic investments to support economic development have been made.
- 19)To identify and provide for the protection and upkeep of rare, natural and scenic resources of the town.
- 20)To ensure Jay's natural resources are used wisely and efficiently.
- 21)To encourage and strengthen agriculture and forest industries
- 22)To provide for the protection of the environment.
- 23)To provide for safe and affordable housing for all of Jay residents so that no household pays more than 30% of its income on housing costs.
- 24)To encourage the creation of safe and affordable child care.

COMMUNITY PROFILE

Historical Background

Originally known as Carthage by a grant dated March 13, 1780, the 23,040 acres so designated remained unsettled and without established boundaries until 1789. Consequently, under the conditions of the grant, the land reverted to the State. In 1792, the legislature decided that "the tract of land called Carthage is an uncommonly good one, and it should be erected into a township". Thus, the town, to be henceforth known as Jay, was established and "all future settlers were enfranchised and entitled to all the privileges and immunities that the inhabitants of other townships within the State enjoy".

One third of the territory was granted to Governor Thomas Chittenden on November 7, 1792 and the remaining two thirds on December 28, 1792 to the Honorable John Jay and John Cozine, Esq. of New York City. Of interest is that the Honorable John Jay was the first Chief Justice of the Supreme Court of the United States of America.

Samuel Palmer was the first settler of Jay arriving reportedly, in 1803. The next settlers Luther and Philander Bailey were greeted on their arrival in 1807 by a party of Native Americans who were camped on the newly purchased Bailey land.

Other settlers followed at a slow but steady pace. Robert Barter, who also came in 1807, had a family of 24, the only family who remained in the town during the panic created by the War of 1812.

Organization of the town became a reality in 1828 when the first town meeting was held and governing responsibilities designated. Farms dominated the area, but soon saw mills and a few small factories were built. Schools were established early. The Methodist Church Meeting House was at the center of the town. Other groups met at the schoolhouse in the north and south sections of the town.

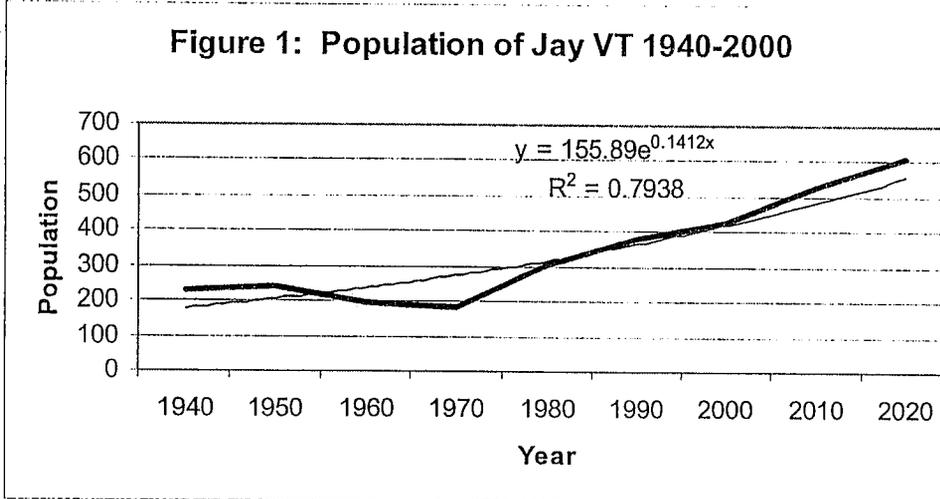
The development of Jay Peak as a ski resort was a slow arduous process envisioned by a group of men in Jay and nearby communities. The area remained undeveloped for many years beginning with shack-like structures and a single slope with one poma-lift without a cable. In this community with its rural, relatively poor aura, was a beckoning call from the mountain to recognize its potential. Over the years there were many optimistic moments and numerous setbacks until at this time the potential of Jay Peak is attainable. The town of Jay is readying itself to meet the challenges of the recreational four-season resort destination.

Demographics

The population in Jay has experienced fluctuations of growth and decline in the past 60 years. During the first half of the 20th century Jay had a relatively stable population. Upon the decade of the 1960's the town experienced a decline of nearly 20%. The

population continued to decline during the 1970's. Population jumped again in the 1980s by 66% and it has continued to slowly at a decreasing rate up to the present. The 2000 census tells us that population in Jay was 426. Linear regression analysis was used to project the population curve from 1940 to 2020. The Town can expect the population to grow by 38% in the next 20 years to 606 people. The town of Jay should plan on having 525 residents in 2010 and 606 residents in 2020 (Table and Figure 1).

1940	1950	1960	1970	1980	1990	2000	2010	2020
230	243	197	182	302	381	426	525.5	606.6
	6%	-19%	-8%	66%	26%	12%	23%	15%



Of the 426 residents in Jay only 4 are non-white. There are 218 males and 208 females.

Total Population	426	100%
Ages 0-4	30	7%
Ages 5-17	85	20%
Ages 18-24	31	7%
Ages 25-44	123	29%
Ages 45-64	117	27%
Ages > 64	40	9%

The median age is 38.8 years. Approximately 85 residents, or 20%, are of school age population. Over 60% or 217 residents are in the workforce while 40 residents are of retirement age. The average household size in Jay is 2.7 people, which creates 158 households. Of the 158 households, 115 (73%) are families. The 115 families hold 82.3% of the population or 351 people. The average family size is 3.05. Most of the families in Jay have both a husband and wife.

There are 7 single father households and 10 single mother households. Of the 115 families, 24 of them have no children under the age of 18 living within the home. Ten percent (45) of Jay residents were born outside of the United States and approximately half of them came to Jay within the last 15 years. Less than 40% of Jay residents completed high school and only 15% have a college degree. These figures are approximately half of the statewide average.

	Male	Female	Total	% in Jay	% Statewide
Did not finish HS	24	22	46	17%	
HS Diploma	49	53	102	38%	86%
Bachelor's degree	10	32	42	15%	29%
Master's Degree or higher	19	4	23	8%	

Total disabilities tallied:	87
Total disabilities tallied for people 5 to 15 years:	8
Mental disability	8
Total disabilities tallied for people 16 to 64 years:	78
Sensory disability	12
Physical disability	16
Mental disability	8
Self-care disability	4
Go-outside-home disability	6
Employment disability	32
Total disabilities tallied for people 65 years and over:	1
Physical disability	1

Less than \$10,000	13%
\$10,000 to \$14,999	4%
\$15,000 to \$19,999	8%
\$20,000 to \$24,999	12%
\$25,000 to \$29,999	9%
\$30,000 to \$34,999	12%
\$35,000 to \$39,999	8%
\$40,000 to \$44,999	4%
\$45,000 to \$49,999	7%
\$50,000 to \$59,999	9%
\$60,000 to \$74,999	4%
\$75,000 to \$99,999	9%
\$100,000 to \$124,999	0%
\$125,000 to \$149,999	1%
\$150,000 to \$199,999	0%
\$200,000 or more	0%

There are 29 veterans in Jay, 2 are female. A large majority of them are from the Korean and Vietnam Wars. Eighty-seven residents in Jay have some kind of disability. A majority of the disabled are between the ages of 16 and 64 years old. Eight children are mentally disabled. The median household income in Jay is \$32,321. Those between 45 and 54 years of age earn the highest incomes. Over ¾ of the income earned by Jay residents is wage income. Non-wage income (i.e.: federal assistance, retirement income) makes up 23% of all income in Town. Twenty percent of the households subsist on self-employment income. During the last Census, 22 people report working at home. Less than 6% survive on public assistance income. There are 11 families in Jay at or below the poverty level, 4 of them are single-mother households.

Local Economy

The largest employer in Jay is Jay Peak, at 325+or- employees. Many of the jobs at the mountain are seasonal in nature. Other than this major employer jobs in Jay are limited. Newport, Troy, and Derby offer the nearest alternative employment.

Jay Peak experienced 100,000 skier visits in 1988. In 1989 with increasing destination accommodations being built more vacationers began visiting the mountain and by mid 1990,s attendance grew to 200,000 visitors.

More recently the Mountain has invested \$3.6 million in new high-speed lifts, more snowmaking and the upgrade of the famous Jay Peak Aerial Tramway, the only lift of its kind in Vermont. These improvements bring the uphill capacity of the mountain to 9,600 skiers per hour.

Jay Peak has 78 trails and glades, snowmaking on 85% of the mountain and is renowned for its legendary natural snowfall. The resort averages close to 400 inches per season.

On the mountain accommodation are plentiful with the 48-room Hotel Jay and numerous townhouses, condominiums and single-family homes. Jay Peak owns 2,676 acres of land and leases 1,350 acres, bringing the Jay Peak Resort property to over 4,000 acres of land.

Four-season development is at the cornerstone of Jay Peak's future. An 18 hole golf course is at the center of the Jay Peak summer plan. Project completion is tentatively scheduled for 2005. This summer amenity will augment the numerous activities already on-property such as swimming, tennis, hiking, biking, eco-touring, sightseeing, fishing and volleyball.

Other enterprises in Jay may be found in feed-crop farming and in timber harvesting for lumber and pulp. Only a few conventional farms remain. The balance of the economic enterprise can be classified as small businesses, most of which are tied closely to the tourism industry. Their total does not approach the magnitude that exists at Jay Peak.

There are several buildings in Jay that have significant local value, in that they contribute to the early history of the town. Included among these are two early farmhouses near the center of town and the Town Building and School House. The Town Building possesses detailing and character of a typical Vermont Town Hall. Its clean classical lines and regional character give it a special significance as an anchor and feature in the proposed village area.

Profile of General Demographic Characteristics: 2000 (most current available)

Jay Town, Orleans County, Vermont.

SUBJECT NUMBER PERCENT SUBJECT NUMBER PERCENT

Total Population	425	100.0	<u>Household by Type</u>		
<u>SEX & AGE</u>			Total Households	158	100.0
Male	218	51.2	Family Households	115	72.8
Female	208	48.8	With own children under 18 years	59	37.3
Under 5 years	30	7.0	Married-couple Family	98	62.0
5 to 9 years	34	8.0	With own children under 18 years	49	31.0
10 to 14 years	28	6.6	Female householder no husband present	10	6.3
15 to 19 years	29	6.8	With own children under 18 years	4	2.5
20 to 24 years	25	5.9	Non family households	43	27.2
25 to 34 years	48	11.3	Householder living alone	25	15.8
35 to 44 years	75	17.6	Householder 65 years & over	5	3.2
45 to 54 years	56	13.1	Households with individuals under 18 years	64	40.5
55 to 59 years	31	7.3	Households with individuals 65 years and over	26	16.5
60 to 64 years	30	7.0	Average household size	2.70	
65 to 74 years	29	6.8	Average family size	3.05	
75 to 84 years	7	1.6	<u>Housing Occupancy</u>		
85 years & over	4	0.9	Total Housing units	417	100.0
Median age (years)	38.8		Occupied housing Units	158	37.9
18 years & over	311	73.0	Vacant housing units	259	62.1
Male	152	35.7	For seasonal, Recreational, or Occasional use	234	56.1
Female	159	37.3	Homeowner vacancy Rate (percent)	5.4%	
21 years & over	303	71.1	Rental vacancy rate (percent)	20.5%	
62 years & over	57	13.4	<u>Housing Tenure</u>		
65 years & over	40	9.4	Occupied housing units	158	100.0
Male	19	4.5	Owner-occupied Housing units	123	77.8
Female	21	4.9	Renter-occupied Housing units	36	22.2
<u>Housing Tenure</u>			Average household Size of owner- Occupied units	2.81	
Occupied housing units	158	100.0	Average household Size of renter- Occupied units	2.29	
Owner-occupied Housing units	123	77.8			
Renter-occupied Housing units	36	22.2			
Average household Size of owner- Occupied units	2.81				
Average household Size of renter- Occupied units	2.29				

Development Trends, Compatibility and Plans For Adjacent Towns and The Region

The Town of Jay is bordered by four Towns. Troy & North Troy are on the East. Westfield is on the South and Route 242 connects Jay with Montgomery Center. These towns are a little larger than Jay, but similar in nature being rural and being affected by Jay Peak Resort. Jay and Westfield share an elementary school, which is located in Jay. Jay and Troy share a sewer system, which is located just east of Jay in Troy. The Towns of North Troy, Troy & Jay also share a recycling center, which is located next to the sewer plant.

Many services are available to Jay in the adjacent towns and the region, the following is just a sampling of such available services: There are Protestant & Catholic churches in North Troy, Troy and Westfield. Major roads connect Jay with surrounding towns and the region.

A business organization called Jay Peak Area Association "JPAA" links up businesses in all of these adjacent towns and the immediate region.

The closest major shopping area is in Newport, which is 17 miles from Jay. Medical and dental facilities are also located in Newport.

Volunteer Fire Departments are located in North Troy, Troy and Jay and they share a mutual aid system of support in emergencies. Police protection is provided by the town constable in Jay, the closest State Trooper barracks is located in Derby.

It is important to mention that Jay is impacted by the presence of Jay Peak Resort operations year round, more than by the adjacent towns. More important to mention is that all of the adjacent and surrounding towns are greatly impacted likewise by the operations of the Jay Peak Resort. Therefore, Jay Peak Resort is the most significant asset that the town has.

This Plan has been developed with consideration to our neighboring towns and compatibility with the Regional Plan. We have not proposed development that may negatively impact any of our neighbors. The land uses on our borders are compatible with the adjacent land uses of our neighbors.

UTILITIES, FACILITIES AND SERVICES

Education and Education Facilities:

The first frame school house was built at the center of town in 1831 and served also as a town hall and meeting house. It is not known how many pupils were in attendance. In 1880 when the population of Jay was 696, there were six school districts containing 6 common schools with 202 pupils attending. The population decline of ensuing years was reflected in lower school enrollment.

Currently, public school education is offered to children in grades K through 6 at the Jay-Westfield School on Revoir Flat Road next to the Volunteer Jay Fire Department. Students in seventh and eighth grade attend the North Country Union Junior High School in Derby, and students in the ninth through twelfth grades attend North Country Union High School in Newport. School transportation is provided to each of the schools from the children's homes.

The Rand Memorial library in North Troy is available to the residents of Jay. This library is currently in the process of moving to larger premises. The town of Jay will benefit from this expansion and modernization.

School enrollment is as follows:

<u>Past and Present</u> <u>JAY SCHOOL ENROLLMENT</u>

<u>YEAR</u>	<u>JAY ELEMENTARY</u>	<u>JUNIOR & SENIOR HIGH SCHOOL</u>	<u>TOTAL</u>	<u>WESTFIELD ELEMENTARY</u>
1990	59	39	98	N/A
1991	49	45	94	N/A
1992	54	41	95	32
1993	44	47	91	35
1994	46	46	92	35
1995	41	40	81	29
1996	35	47	82	40
1997	38	41	79	33
1998	35	38	73	30
1999	48	35	83	28
2000	43	35	78	25
2001	38	39	77	25
2002	43	32	75	27
2003	31	31	62	21

Information above as from Jay Town Reports

MUNICIPAL ADMINISTRATION

Planning Administration

Introduction

Jay is at a juncture in its development history. The proposed strengthening of Jay Peak as a destination resort, the construction of a sewer system, and renewed interest in tourism in New England will all be exerting development pressure on the community.

The most immediate challenge to the community and the Planning Commission in particular will be the need to keep pace with the dynamic increase in proposed development projects in the community.

In response to this challenge, the Town of Jay adopted Zoning Bylaws administered by the Planning Commission & Zoning Administration.

Planning Technical Support

To provide the Planning Commission with specialized and timely counsel on various development proposals a budget for contracted technical assistance will be necessary. Types of counsel might include legal, engineering, hydro-geological, soils, traffic or aesthetic/design services.

Annual Planning Review

Once per year, the Planning Commission should review the plan, bylaws, and the planning program. This review should come as an annual report to the town, most desirably placed in the Annual Town Report. The key issues to be summarized would be: number and type of applications received and permits approved, impact of development activity, and need for planning strengthening.

Permitting System

A building permit system has been implemented. Construction, renovation, earth moving, sign erection, paving, land improvement, and land development shall require a permit. In cases where the proposed activity is in compliance or represents a minor activity, the Zoning Administration may issue a permit on request. In other instances, as described by the zoning bylaw, application submission-review procedures shall be followed.

Municipal Administration

Recommendations in this section of the plan are intended to be acted upon on an "as needed" basis. As Jay develops and the subsequent demands on municipal services grow, staffing might have to increase.

Assistance to the Selectmen

As Jay evolves, pressures on local government will grow as well. At the present time, the town clerk is assuming many duties in the administration of the community. At some point in the tenure of this plan, consideration may have to be given to additional positions to ease the workload presently being carried by the town clerk.

Transportation & Roads

All travel to, from, and within Jay is by motor vehicle. No public transportation is currently available. Limited rail facilities for commercial transport exist in North Troy, which is also the terminal for a major long-haul trucking company. Public bus service, R.C.T. is available in Newport 17 miles away. Private and limited commercial aircraft transportation is available via the Newport State Airport 15 miles east of Jay. The major commercial airport for the area is the International Airport in Burlington, Vermont 67 miles west of Jay.

The public highway system is unquestionably the most critical transportation resource in Jay. The road system provides linkage to all other transportation systems in the region. In addition, the local road system is the only internal movement system within Jay.

Current Classification

The two state highways that connect Jay to the rest of the region are routes 105 and 242. Both of these roads are state highways. The Route 105 connection to the west provides access from Franklin County and Sutton - Abercorn, Quebec. The 105 connection to the east is to Troy, Route 101 and Interstate 91. Routes 105 and 242 from the east are the gateways to Jay, and consequently the Town of Troy plays a major role in the regional development scheme. Route 242 from the west is also a significant transportation link to Jay from Montgomery and Lamoille County. Despite the fact that the Route 242's western connection is slightly less direct than the eastern alternative, it is an important access nonetheless.

Road Description:	Mileage
State Highway (Routes 242 & 105)	13.468
Class Two Town Road (Cross Road)	3.31
Class Three Town Road	20.07
Class Four Town Road	8.00
Total: 44.848 Miles	

Traffic Volumes

The State Agency of Transportation recorded three traffic counts for the two State Highways leading through the town of Jay . For Route 105, in August of 2003, the average daily total at the Troy town line was 1100 and in July of 2004, the average daily total at the Richford town line was 904. For Route 242, through the village of Jay the average daily total was 729. During the Ski Season (especially on weekends & holidays) there tends to be heavy traffic at the beginning and end of the ski day. The traffic volumes that these counts represent do not accurately reflect highway use in Jay.

The absence of any Class One town road and the relatively small amount of Class Two roads underscore the importance of the state highways in Jay at present. As development continues in the community, the increased traffic will not be able to be accommodated if there is no corresponding growth in the local road network.

Local Shuttle Bus System

To overcome the local traffic generation issue a local shuttle bus system would be strongly encouraged!

Likewise all developers proposing projects to the Planning Commission should identify how they will accommodate the stopping and turning of shuttle buses as well as the stacking of passengers.

The town should also investigate the purchase and development of a village town parking lot to accommodate travelers coming to Jay for the day. Shuttle bus service to this lot could also be considered.

Trails, Bike Paths & Sidewalks

In the future we will actively encourage creation of Trails, Bike Paths and sidewalks possibly with the use of available government grants.

Bike Paths

In the future the creation of bike paths shall be considered similar to such paths as in Stowe, Vermont. Possibly bike paths would be create to connect with such bordering town as Montgomery.

Roads and Bridges

The Town of Jay Road and Bridge Standards adopted by the Select Board February 7, 2005 will be followed to protect the safety and welfare of the public. The Town of Jay follows state standards for private and public roads. The State furnishes the selectmen with a book "Town Highway Procedures". It is of major importance that the roads connecting Jay to surrounding towns and also roads connecting the region to the entrance of Jay Peak are upgraded to facilitate the anticipated the future traffic increases contemplated.

Bridges - There are seven main bridges in the Town of Jay. These bridges are routinely inspected and evaluated by the Agency of Transportation on the town's behalf. A description of these bridges is on file at the Town Clerk's Office.

Town Road and Bridge Standards of the Town of Jay, Vermont

The Town of Jay hereby adopts the following Town Road and Bridge Standards which shall apply to all future road and bridge construction within the Town (unless State or Federal regulations govern over this document).

The standards listed here are considered minimum and are presented for purposes of guiding construction and maintenance personnel. The Select Board reserves the right to modify the standards for a particular project, where, because of unique physical circumstances or conditions, there is no possibility that the project can be completed in strict conformance with these provisions. .Fiscal reasons are not a basis for modification of the standards.

Any new road, whether or not that road is proposed to be conveyed to the town, shall be constructed according to the minimums of these standards. If any Federal and / or State funding is involved in a project, the Vtrans District Office will be notified prior to any field changes taking place that would alter the original scope of the work.

Roadways

Soil exposed during ditch and slope construction or maintenance will be treated immediately following the operation as follows:

- Seed and mulch slopes less than 2.5%
- Placing biodegradable matting and seed on slopes between 2.5% and 5%
- Stone lining ditches with angular material on slopes greater than 5%

Culverts and Bridges

- All new driveways culverts will have a minimum diameter of 15 inches
- All new roadway culverts will have a minimum diameter of 18 inches
- Any culvert greater than or equal to 36 inches in diameter will be designed according to the latest Vtrans Hydraulics Manual. End treatment (inlet and outlet) will also be evaluated in accordance with this manual.
- All bridges (structures with spans greater than 6 feet) will have waterway openings designed in accordance to the latest Vtrans Hydraulics Manual.

Guardrails

When new road or culvert construction creates slide slopes steeper than 1 on 3, guardrails will be installed according to the AASHTO Roadside Design Guide.

JAY HIGHWAY NAMES

NUMBER	NAME	MILES	CLASS
1.	Cross Road - Westfield To 105	3.31	2
3.	North Jay Road	3.12	3
4.	Revoir Flat Road - Jay Center	1.31	3
5.	Bell Road	.94	4
6.	Journey's End Road	2.70	4

7.	Untravelled - N. Jay Road	.40			4
8.	Cyr Road	.80			4
9.	Overlook Drive - W. Jay	.19			3
10.	Hillside Drive - W. Jay	.23			3
11.	Partridge Hollow Road - N. Jay	.24			3
12.	Morse Road	1.85			3
13.	Amos Road off Morse Road	.40			4
14.	Stevens Mill Road	.50			4
16.	Mayhew Road off 105	1.32			3
17.	Sugarplace Road off Gendron	.40		4	
	Belle Vista Road - off Revoir	.07		3	
18.	Untravelled - off Belle Vista	.43			4
	Gendron Road / Westover Road	1.80		3	
	Beadle Hill Road	.70		3	
	Leavitt Circle - off 105	.23		3	
	Untravelled- off Lucier Road	.03		4	
	Lucier Road off 242	.45		3	
	N. Hillside Road-West Jay	.25		4	
	Bacon Road	.10		3	
	Old Jay - Montgomery Road	.05		3	
26.	Untravelled - Jay - Montgomery Road	1.15			4
	Woodshed Road off 242	.12		3	
	Camp Road off 105	.12		3	
	Cemetery Road	.59		3	
	Loop Road	.38		3	
	West Jay Road	1.65		3	
	Graham Hill Road	.23		3	
	Belle Vista Road	.71		3	
	Sargents Way	.65		3	
	Wilderness Road	.43		3	
	Deer Path	.20		3	
	Bear Crossing	.07		3	
	Aikins Drive	.10		3	
	Rabbit Run	.08		3	
	Shallowbrook Road	.58		3	
	Russell Hill Road	.08		3	
	Poplar Drive	.08		3	
	Access Road - Jay Peak	.85		3	
	Tranquility Lane off 105	.50		3	
45.	Marriner Drive	.31			3
46.	Morin Drive	.14			3
47.	Elm Drive	.10		3	
48.	Sargents Loop Road		.44		3

PRIVATE ROADS

- A. Town Highway #44
- B. Town Highway #47
- C. High Pines Drive off Gendron Road
- D. Pine Grove Road off Gendron Road
- E. Town Highway #46
- F. Chemin Panoramique off Loop Road
- G. Shortcut - Jay Peak
- H. Town Highway #43
- I. Jay Peak Village Road
- J. Slopeside Road - Jay Peak
- K. Reservoir Road - Shallowbrook Development
- L. Town Highway #48
- M. Woodland Road off Rte 242
- N. Tamarack Road off Belle Vista

STATE HIGHWAYS

Route 242 Southern Part of Town	5.092
Route 105 Northern Part of Town	8.376

Town of Jay Highway Map

Scenic Roads and Resources & Parks

Jay is blessed with some of the most breathtaking scenery in Vermont. Due to Jay's high elevation, its views and vistas are both short and long distance. Many of the views in the southeast portion of the community are across hills and valleys within Jay. In most cases they are relatively short scenic distances of 2 miles or less. The characteristics of these views are those that are more or less typical of rural Vermont, wooded rolling hillsides, open pasture, farmland, and small valleys. On the higher elevation portions of the community, vistas and views are much longer, many in the ten miles or greater category; some of the most breathtaking views in the town are from Jay Peak. Many views on the western side of Jay are to the northeast and southeast overlooking Canada and Newport.

In addition to views and vistas, Jay possesses some very attractive sites and road corridors. The most noteworthy road corridors are Route 242 (Mountain Road) and Route 105 between Jay and Richford. Specific scenic sites are present along the Jay Branch from Jay Peak to the village and in the valley along Cross Road and the village. The terrain covered by the Long Trail & Catamount Trail is also a valued natural and scenic resource.

Route 242 - Jay Branch Ownership:

The importance of the Jay Branch has been firmly established by this plan. As a resource that needs to be both protected and made accessible for public use, it is critical that the ownership along its banks be firmly established. The right of way along the stream needs to be researched.

Parks and Recreation:

A park should be considered at the Jay/Westfield Elementary School site. With the development of the Revoir Flat area as public space, the number of people using the area will increase. To accommodate the level of activity on the site, create opportunities for passive recreation as well as link the various uses in the area, a park is being proposed. The park would have sitting areas, and picnic tables. It would create a unified environment for all the public buildings on the road.

Town Hall Park:

The front of the town hall has become the "Village Center". The center of the site is a living "Town Christmas Tree". With Jay's orientation to winter sports and winter visitors, the tree could be a major focus and attraction. The Town Hall Park has a visual and cultural amenity as opposed to an active recreation site, helping to give Jay Village an identity.

Ball-Field:

A permanent public ball-field needs to be established. Ideally the ball-field should be located in the Jay Central area and should be easily accessible to the school.

Revoir Flat/Cross Road Intersection Memorial Park: The small triangle piece of town-owned property at this intersection could be dedicated as a memorial to any event or anniversary of significance to Jay.

Municipal Garage:

The Municipal Garage is adequate for the present needs of the town; any significant addition of highway equipment will require expansion to the building located on Cross Road.

For a list of equipment refer to the Town Report.

The Road Commissioner maintains all public non-State Roads - surfaced and gravel - within the town. This includes construction, maintenance, and snow removal. The cost of which is completely supported by tax revenues.

Emergency Services

Fire:

The Jay Volunteer Fire Department - is a private organization providing fire protection to the community. The fire station on Revoir Flat Road next to the Jay-Westfield School is adequate for present vehicle and equipment storage. Future development of Jay Peak Resort may mandate the construction of a sub-station at Jay Peak for fire and ambulance. Presently the Volunteer Fire Department supports its income by fund raising events, also an annual appropriation, tied to the Grand List is made by the town to the Jay Volunteer Fire department in support of its operating expense. In the future the percentage requested by the fire department may have to be increased.

Police Protection:

Police protection is provided by the State Police Barracks in Derby. In the future there will be a need for increased police protection. At this moment there is a part-time constable.

Strong consideration should be given to hiring a full time law enforcement agent, and in addition a neighborhood watch should be established.

Ambulance:

The Missisquoi Ambulance Service, presently located in the Jay Municipal Garage furnishes emergency medical and ambulance service. This organization is partially supported by appropriations from the communities it serves. Even though this service seems adequate today, in the near future as the population of Jay increases, Jay must encourage the Missisquoi Ambulance Service to increase its vehicles and be up to date with equipment even if the town must appropriate more funds to substantiate future needs.

Hospitals:

The closest hospital is North Country Hospital & Health Center in Newport, Vermont. The North Country Hospital also has an alliance with The Dartmouth-Hitchcock Hospital in New Hampshire.

Jay is fully serviced by the # 9 1 1 emergency call system, which is connected to police, fire and ambulance facilities.

Cemetery:

There are two cemeteries in Jay. One is on Cemetery Road near the Cross Road intersection. The second is known as the Wright Cemetery and is located in West Jay off of route 105. They are under the administration of the Town of Jay. For more information contact the Town Clerk.

Utilities

Water and Sewer:

All homes and businesses utilize natural springs and wells. Water quality over the years has been reportedly excellent. Periodic testing by the State Health Department is mandatory for all water used for public consumption and is recommended for all private usage as well.

Private homeowners and some commercial establishments use on-site sewage septic disposal systems. The existing sewage system services route 242, as well as the Jay-Westfield School.

Village Area Water Study:

As development in the center of Jay advances, the ability to maintain required isolation distances between private wells would be more and more difficult. Before the center of Jay is built up, an assessment of ground water availability should be conducted. In addition, a site for water storage needs to be located.

Solid Waste Management:

Recycling is available to the residents of Jay at the Troy/Jay Wastewater Plant located off Rte 101. Drop off hours of operation are Friday 1-4 and Saturday 9-12. For information call 988-2996 Allowable recycling items are:

CARDBOARD, JARS & BOTTLES, MAGAZINES, TIN AND ALUMINUM CANS, MIXED PAPER, NEWSPAPERS, PHONEBOOKS and #1 & 2 PLASTICS.

Goods not allowed are:

USED MOTOR OIL and YARD WASTE.

Hazardous Waste events occur in May and October at the Coventry Land Fill. For information call Waste USA Inc. 334-8300

A Scrap Metal Container is available to Jay residents at the East Main Street Town Garage in North Troy. Drop off hours are Monday-Friday 7am - 3pm. Acceptable materials are:

APPLIANCES, HOT WATER HEATERS, GRILLS, METAL FURNATURE, STEEL DRUMS, RIMS, BICYCLES (tires removed), LAWN MOWERS (fuel removed), ANY OTHER LIGHT IRON MATERIALS.

Goods not accepted are:

TELEVISIONS, CHICKEN WIRE, COMPUTERS AND PARTS, WOOD FURNATURE, CARS, TOILETS / LAVATORIES, WIR E FENCE, PROPANE TANKS, PAINT CANS, TIRES & BATTERIES

This service is offered on the honor system. If use of the scrap metal container is abused, it will no longer be available to us. We would appreciate reporting of any violators to 988-2663.

In the future Jay should encourage other wastes not allowed today to be recycled, and should always encourage citizens to recycle.

Sewer:

The Troy/Jay Sewer Department is jointly owned and operated by their respective towns. Access to the sewer lines for those potential users in Jay, is limited to Jay Peak Resort Area, property along Route 242 as well as the Jay/Westfield School. Allocation is given upon application and approval by the joint board of sewer commissioners. Currently, Jay's share of the 200,000 gallons per day plant capacity is 120,000 gallons, of which 85,000 gallons are allocated for Jay Peak Resort's usage. Currently in Jay, less than 50% of the capacity available is being used. The sewer system was originally designed to accommodate expansion if necessary in the future.

Energy Supply and Conservation

Electric Power:

The Vermont Electric Cooperative, an R.E.A. affiliate, services all of the populated or potentially populated areas of the town with electricity.

Underground Utilities:

The Jay substation on the Cross Road feeds the electrical power distribution system of the community in an underground network than emanates from the substation. The power from the substation surfaces on riser poles several hundred feet from the substation. The underground feeder system at the substation creates an ideal environment for the continuation of underground utilities in the rest of the village area. To accomplish this, the underground 7.2 KVA line would be continued through the village and surface on the riser poles at the edge of the village.

The moving of electrical lines to underground would be an aesthetic - scenic enhancement measure that would be considerably easier to do at this point in time, prior to any extensive village development. VELCO will conduct the necessary studies, engineering plans, and cost estimates to provide underground power in the center of Jay. The selectmen should request that the utility conduct any planning - estimating as soon as possible.

Communications

Telephone:

Telephone service is provided by Verizon. All lines serving the Town of Jay are not fiber optic. It is anticipated this will be updated in the future. While there are a number of Internet service providers at the present time, access is limited to the use of phone lines supplied by Verizon.

Adelphia Cable has installed new lines in certain areas of Jay and subscribers will have access to high quality television reception as well as high-speed Internet connections. Adelphia provides complementary television and high speed internet access through two-way service drops to our school and Municipal building.

Due to the topography of the town television and cellular phone reception is limited in certain areas. Future towers and transmitters should greatly improve reception.

It is imperative that the Planning Commission have input and permit authorization regarding the location, height and appearance of Communication towers to prevent any devaluation of property for the citizens of Jay.

Energy Plan

Energy Resources

Energy for heating, lighting, and hot water needs is available from a variety of sources. Heating oil and LP Gas is available from several distributors and dealers in Orleans County. Vermont Electric Coop in Johnson provides electricity in Jay. Finally, fuels for the propulsion of motor vehicles are available in Jay and some of the surrounding communities.

Needs

Dealers in the local area are presently meeting the needs of Jay's residents for energy products.

Scarcities

At this time the Planning Commission does not know of any scarcities of energy product.

Costs

At one time, electricity was a relatively inexpensive source of energy. This, however, is no longer true as electricity prices have been on the increase. In addition, Jay's remoteness from the area's energy suppliers could have an impact on the price of energy in Jay.

Problems

While there does not seem to be any problem with regard to the supply of energy, rising energy costs could be a very real problem for some of Jay's families. Therefore, the Jay Planning Commission would like to encourage energy suppliers to do as much as possible to either keep cost down or, to reduce the rate at which costs are increasing. In addition, if energy suppliers were not already doing so, the Planning Commission would also encourage these businesses to establish budget payment plans that spread energy costs out over the year.

Conservation of energy

The Planning Commission strongly advocates the conservation of energy. This plan recommends the use of energy saving products such as insulation, efficient appliances, and, when necessary the use of winter weatherization products such as weather stripping, window plastic, and water heater wraps. New construction and the replacement of old appliances, doors and/or windows should always be done with energy efficient products. In addition, energy efficient behavior (shutting lights off when

leaving the room, turning the thermostat down at night, etc.) should be taught and used, at school, home and in the workplace.

The Planning Commission recommends that energy audits be conducted in all Town of Jay buildings and necessary improvements should be made to make them more efficient.

Development of Renewable Energy Resources

The Planning Commission recommends the development of renewable energy resources while considering the environmental, aesthetic and economic impact they may have on the community.

Land Use & Energy Conservation

Several development techniques are likely to result in the conservation of energy. Building on south facing slopes will generally make a house less expensive to heat. Earth sheltered homes may also be less expensive to heat.

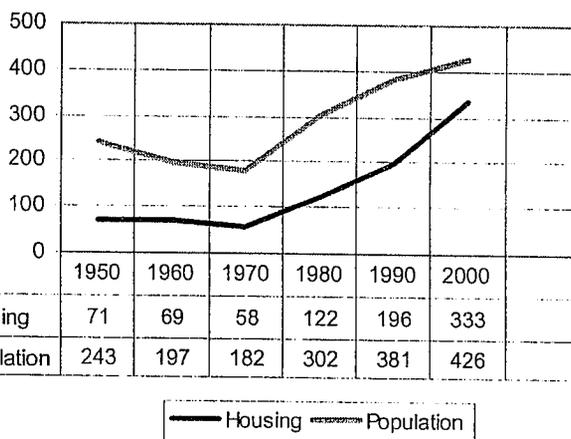
Housing Element

Housing Trends

The number of housing units in Jay has double in the past two decades. According to the US Census the number of housing units rose from 122 in 1980 to 333 in the year 2000. While the number of housing is increase the population is not increasing as rapidly. This is an indication that more vacation homes are being built.

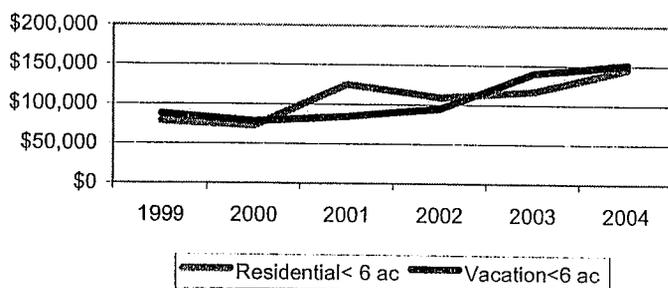
	1950	1960	1970	1980	1990	2000
Housing Units	71	69	58	122	196	333
Population	243	197	182	302	381	426
Units/Capita	0.29	0.35	0.32	0.40	0.51	0.78

Figure : Population vs Housing, Jay VT



There were a total of 89 vacant housing units for recreation use in 1980. By the year 2000 the number has almost tripled to 234. The trend is clearly rising; there are currently 1.27 people for every housing unit in Jay. At the time of the last census there were 333 housing units and 259 were vacant. Vacation homes are generally bought by out of state households. Second homebuyers at Jay Peak Resort come primarily from the Boston area (60%), Montreal (20%) and Chittenden County VT (20%). As more second homes are bought the value of land increases and places affordability pressures on local households who earn much less than their metropolitan counterparts.

Median Property Sales, 1999-2004 Jay VT



primary residence on less than 6 acres of land rose by 53% in the past 5 years, from \$78,800 to \$145,000. The median sales price of a vacation property on less than 6 acres rose by over 57%. However between 1989 and 1999 the median household income has remained relatively flat, moving from \$31,875 to \$32,321, an increase of less than 2%.

Housing costs are rising rapidly in Jay. The median sales price of a

Affordable Housing Payment by Income Category

	Annual Income	Monthly Income	Affordable Housing Costs	Affordable Mortgage Payments	Downpayment	Interest Rate	Terms	Affordable Home Price
Jay Median	\$ 32,321	\$ 2,693	\$ 808	\$ 646	\$2,000	5%	30yrs	\$ 106,654
80% of Median	\$ 25,857	\$ 2,155	\$ 646	\$ 517	\$2,000	5%	30yrs	\$ 76,425
144% of Jay Median	\$ 46,483	\$ 3,873.58	\$ 1,162.08	\$ 929.66	\$2000	5%	30yrs	\$ 145,000

Median household incomes are not keeping pace with housing costs in Jay and the results are placing more financial tress on more Jay households. This results in more housing stock that is less affordable to Jay residents. Jay can expect to see an increase in demand for affordable housing in the near future. Affordable housing is simply defined as housing in which the total costs (mortgage, insurance taxes, utilities) are less than or equal to 30% of the household's income. A household earning \$32,321 annually can afford a home priced at \$106,654. Five years ago that was \$27,000 above the median priced home. Even a household earning 20% below the median income (\$25,875) could almost afford the median priced home 5 years ago. Today however, households must earn \$46,483 (144% of the Jay median income) to afford a median priced home in Jay. If all of the households in Jay were in the housing market, less than 30% of them earned enough in the year 2000 to afford a home at \$145,000. There are currently 17 Jay households (10%) paying more that 30% of their income on housing.

Housing Stock

According to the US Census there are 157 occupied housing units in Jay. Of those 118 are owner occupied and 39 are rental units. With all the units combined there are 413 bedrooms in Jay. All of the units are reported to have basic facilities such as plumbing and kitchens a small minority do not have telephones. Dwelling units in Jay are heated by fuel oil/kerosene (80 units) wood (51 units) and propane (24 units). Eighty one percent of the current housing units were built after 1970.

The Jay Mountain Resort is currently planning a large expansion, which will add to total overnight accommodations in the area but will not add to the owner occupied stock. The Resort will add 1400 new units over the next ten years in the form of hotel suites, town houses and condominiums. There will potentially be a small number of single-family homes. All of them are being sold to the second home market; townhouses and condominiums will cost from 100% - 350% above the median single-family home price in Jay.

NATURAL RESOURCES AND CURRENT LAND USE

OPPORTUNITIES AND ACTION FOR DEVELOPMENT AND DEVELOPMENT CONTROL

The above criteria, addressed in this plan create a situation which calls for: (1) a stringent zoning bylaw, (2) a carefully administered local planning - program, (3) a capital facilities development program that does not put a burden on existing tax payers, and (4) a clear sense of community direction shared by all citizens that will allow Jay to achieve its fullest potential while preserving its unique character.

Development Centers

A master plan is a dual-purpose document. It identifies limitations or constraints to community development while it also identifies opportunities that will assist in community development. Just as it is important to identify development limitations, it is also important to identify development opportunities that coincide with community goals so that potentialities can become realities.

One of these potentials in Jay is the presence of the development nodes, one at Jay Peak, and the other at the Cross Road area. Every effort possible should be made to concentrate and regulate development in these two locations. The rationale for focusing development at the Ski Resort and the "Village Area" is as follows:

Maximum Utilization of Limited Economic Resources

Investments have been made in these areas already. These investments have postured these areas to generate economic activity. The town should capitalize on previous investment.

Exploitation of Site Potentials

The Mountain and the village have unique physical and geographic attributes. These attributes cannot be duplicated anywhere else in the community.

Preservation of Open Space, Forestland, and Natural Environments

Encouraging nodes will discourage the consumption of environmentally significant land resources for seemingly limitless commercial development.

NATURAL RESOURCES AND CURRENT LAND USE

Topography - Relief - Drainage:

The Town of Jay has two distinct zones. The first zone consisting of the western and northern quadrants is mountainous and rugged with slopes that vary from 3% to 20% and well defined mountainside watercourses. The second zone consisting of the eastern and southern quadrants is characterized by rolling hills and modest slopes.

The drainage pattern in Jay is predominately west to east with the various tributaries and rivulets of the Jay Branch collecting the water from 75% of the community, draining through the area that is commonly acknowledged as the "Village Center". The village center area comprises the southeast quadrant of the community.

The general aspect of the town of Jay is to the east - northeast, the same general direction in which the town watershed drains. The borders of Richford and Westfield, the west and south respectively are the highest points in Jay at 3400+ feet in elevation. The lowest point in Jay is on the eastern side of the town at the border with Troy at 385+ feet in elevation.

Approximately 50% of Jay is below 1500 feet elevation. The largest single range of elevation is 1000 feet to 1500 feet elevation range which comprises 20% of the land area of the town.

Soils - Development Suitability

The two most limiting factors to development in Jay are steep slopes and poor soil conditions. Approximately 25% of Jay has soil or slope conditions that are significant enough to limit typical development.

As a general group, soils in Jay have been glacially deposited. Two topographical conditions in the community cause the western side of town to possess the more shallow soils with great proximity of ledge-bedrock to the soil surface. The central portion of the community possesses soils that have a fairly large percentage of silt sediments with pockets of glacially deposited sand and gravel. The soils in the central area of Jay are moderately poor to fair in percolation characteristics with some areas being very poor.

Tests conducted by the Soil Conservation Service of the soil depth, texture and other characteristics and the topography on which it occurs indicate, in general, four land use categories:

Developable Land

Areas of the Town, which can readily be used for residential, commercial or industrial purposes have easily worked soils with good drainage and are either level or have only moderate slope.

Conditionally Developable

These areas contain soils that are not well drained. Any intensive development in these areas would require extensive sewage treatment systems as well as other unusual construction consideration

Undevelopable

This category contains land with a number of soils and slope conditions severely limiting developments. It includes steep topography and in some cases the tops of higher

ridges. It also includes area where soil is very shallow and where it would be difficult to provide on-site sewage disposal. Further, it includes flood hazard areas within the community.

Already Developed

This category includes the commercial/municipal center, existing agricultural areas, the Jay Peak Ski Resort, and plans for residential areas which have received Act 250 acceptance and approval.

Architecture

There are several buildings in Jay that have significant local value, in that they contribute to the early history of the town. Included among these are early farmhouses near the center of town and the Town Building and old Schoolhouse. The Town Building possesses detailing and character of a typical Vermont Town Hall. Its clean classical lines and regional character give it a special significance as an anchor and feature in the proposed village area. The Jay Peak Resort has a master plan of its development that reflects an upscale New England Ski Resort. Their new residential dwellings blend with the natural surroundings of the mountain and are in keeping with the respect for nature. Any new planned development being either residential or commercial will be evaluated as required by the Town of Jay Zoning Bylaws. Permits will be issued for those projects that comply with the Town's Development and Land Use Regulations. The town will promote and encourage architecture that respects the environmental ambiance of our rural resort community.

Current Land Use

The eastern part of Jay, below 1500 feet is the most developed area of the community. The Westfield and Troy border areas are the locations where, traditionally, all the past development has occurred. This area was heavily farmed in the past and, consequently, it is the area where most of the cleared land in Jay is located. Over 80% of the land in Jay is forest and woodland, and much of this is above the 2,500 foot elevation

The majority of the development in Jay occurs within 1000 feet of Routes 242, 105, Cross Road, Morse Road, North Jay Road, and Gendron Road. On the western side of Jay approximately 60% of the landmass is heavily wooded and tends to be in larger private and public holdings.

Jay Peak Inc. is the largest landowner in the community. Its all season resort is the southwestern quadrant of the town. Other than ski trails, golf courses and related facilities, the majority of the 2,676 acres owned by Jay Peak Inc. is forested.

The functional center of Jay, known as the "Crossroads" is the village center. Although development in the center of Jay is presently nominal, the existence of that center has been firmly established by virtue of history, culture, transportation, and identity. The established growth centers in Jay are the Village Crossroads and Jay Peak. Route 242 links the two growth centers together and, as such, it is the focus for much of the recreation-oriented development in the community. All of Jay's tourist lodgings and many of its seasonal homes are located on or close to Route 242.

Farming is no longer a significant part of Jay's economic life.

The historical development interest in Jay has been focused in proximity to Jay Peak on Route 242, on the roads that lead into Jay from Troy and Westfield, and around the center of the village. The balance of the development in the community is all very low density residential.

Development Trends

There has been enough recent activity in the community to outline a pattern for future development. Route 242 is firmly established as the backbone of the town by virtue of its role as the access to Jay Peak. Development trends have occurred on the north side of Route 242. Recently, the south side of the road has seen development activity. Due to recent development in the Village Center, expanding this district is being considered.

Other subdivision development activity has occurred on Revoir Flat Road, Route 105, and on Cemetery Road. Other than the development along Route 242, the majority of the residential activity in Jay has been within 6,000 feet of the Troy town line on the eastern end of Jay.

As the development agenda in Jay unfolds, the majority of the development in the community will likely occur in the area encompassed by Route 105, Cross Road, and Route 242 while development activity along the Troy border will probably continue.

The most important and significant development trend that has occurred in the recent past has been the development of Jay Peak. Jay Peak has evolved from an isolated ski area to a major Vermont tourism destination. Plans proposed for the ski area call for a major development initiative over the next decade. The proposed improvements at the mountain will not only establish significant new land use patterns but will also drive new development trends in the rest of the community and the area. In this respect, Jay Peak is the greatest influence on the future development trends in the Jay area.

Wildlife and Plants

Wildlife is abundant in the 80% of Jay that is forested and of low-density development. Species include songbirds, predatory birds, small mammals, rodent, amphibians and larger mammals such as deer, bear, and moose. Due to the largely underdeveloped character of Jay, these animals may be found in many areas of the town.

The most unique wildlife areas in Jay are its beaver ponds, deer-yards, and bear habitats. The most significant documented winter deer range in Jay is located west of Cross Road between Gendron and Morse Roads. Beaver ponds are located east of North Jay Road and along the western end of Route 105.

PROPOSED LAND USE PLAN

In the interest of:

Fostering wise land use practices in the Town of Jay, as outlined in the goals and recommendations section of this plan.

Conserving the land resource in the Town of Jay, in particular the protection of open space, forestland, wetlands, critical areas, and agriculture production land.

Preventing uncontrolled urban type sprawl, strip development and scenic desecration.

The Town of Jay is proposing a land use plan, which shall:

- Preserve and Conserve 247 acres donated by the Vermont Land Trust for recreational purposes.
- Focus commercial development in a village core. The core will possess the attributes and structure of a contained New England Village. By providing appropriate infrastructure, vehicular transportation systems and pedestrian amenities, the core will accommodate a higher level of commercial density than any place else in the community.
- Create a recreational - mixed-use core at Jay Peak, which permits development at the high elevation of the resort in an orderly and restricted fashion. The uses in this mixed-use core shall be permitted in a manner as to produce minimum disruption to the natural state.
- Link the newly created village to town-wide residential areas and Jay Peak through a well-networked system of roads and streets organized in a structural hierarchy.

Encourage very low impact commercial development in the outlying town areas. This development will be permitted only to the degree that development standards allow and will endeavor to conserve open space, forestland, and any valued agricultural land.

Encourage residential development in the rural remainder of the town that does not consume land but rather sites housing with the intent of preserving the forest resources, landscape, open space, and natural environment of Jay. This development will be permitted according to strictly stated criteria and standards.

Protect the unique ecological, visual, auditory and physical characteristics of the Route 242, Route 105, Cross Road and Revoir Flats corridors. These scenic corridors shall be carefully managed because of its inherent traffic handling and topographic limitations and environmental ambiance considerations .

Permit the orderly development of Jay Peak without overburdening the physical, financial, or municipal resources of the Town of Jay.

The Town will permit light industrial development within the Rural I Districts.

Development in the center of Jay shall occur in an orderly fashion, linked directly to the allocation of sewer hookups, implementation of transportation improvements, and the development of appropriate capital facilities.

The proposed land use plan shall protect all rare and irreplaceable natural areas, scenic resources, and cultural features by giving them priority status in any and all use regulations.

The Town will provide for the protection and upkeep of rare, natural, and scenic resources of the community and shall:

Work closely with the state to protect the natural and scenic resources of Jay. Acquisition of such by gift or purchase should be encouraged.

Ensure the preservation and protection of the natural fish and wildlife, the flora and fauna of the area and of their respective habitats.

Encourage the continued availability of appropriate land for agriculture and forestry.

Investigate the availability of State funded programs to maintain open spaces and productive agriculture, and forestland.

Encourage proper forest management to maximize the value of the woodland and minimize their destruction.

On lands that are designated of significant value for agriculture, endeavor to leave the maximum amount possible in either open space, passive recreation or undeveloped condition, except within the confines of the Village Center District.

Recommend to the State and town that specific areas be designated scenic areas.

Together with the State, provide for and maintain "pull-off" areas for scenic viewing.

Discourage any development, which would detract from designated scenic areas.

There should be a minimal removal of trees within fifty (50) feet of the road edge consistent with highway safety.

New housing should be situated to preserve the natural aspects and protect the natural resources of the site to the extent practical.

When development is proposed to occur near a natural resource area, a buffer strip should be designated and maintained between the development and the natural area.

Retain the scenic value of the highlands of the area. Development in the non-village balance of Jay will occur in either a clustered manner or in a low density-minimal impact concept. The goal of this type of development shall be to preserve the extensive forest land resource of the community.

Recreational amenities will be encouraged in the two development centers of Jay (the center of Jay and Jay Peak). Forest recreation activities will be encouraged in the non-development center balance of the community by preserving the physical environment that accommodates those activities.

The Town will provide for the Protection of the Environment and shall:

Ensure that the design of any structure or any land use will not create soil erosion, pollution, excessive run-off or other disturbance.

Areas above 2,500 feet and slopes in excess of 15% have severe environmental constraints and are considered fragile areas incapable of supporting structures or on-site sewage systems.

When development is proposed near a natural or fragile area, ensure that a buffer strip be designated and maintained between the development and the natural or fragile area.

Ensure that interim erosion control measures be implemented whenever soil is disturbed for development.

Protect the quality of surface and ground waters within the town:

Potable water should be in sufficient supply.

Ensure that new wells not adversely effect or overburden any previously existing well or water system

Measures for the conservation of water should be studied and encouraged.

Provide for the monitoring of ground water.

Ensure the enforcement of flood hazard regulations. Flood hazard areas should be reserved for agriculture, recreation, or other purposes, which do not significantly impair the land's natural ability to handle floodwaters. See most recent flood hazard boundary maps in Town Clerks office.

Ban open dumping and littering in accordance with state and local regulations.

Control the use of pesticides and encourage their proper application and disposal.

Cooperate with private agencies, state and federal authorities to determine the occurrence of acid rain and participate in studies to help its control.

The policies of this plan and the goals of all the regulatory actions that emerge from it shall be to preserve and protect the quality of air, water, wildlife, and land resources of

Jay. Extractive industries will be required to provide plans for corrective and mitigative actions that will be conducted following their activities. In accordance with state, district or local laws. In all cases, these industries will be required to return the environment to its original character and quality. In those cases where critical areas of special natural significance will be threatened as a result of extractive industries in the area, protection and preservation of these resources will be required.

Scenic resources and pastoral landscape quality shall be protected in all village and non-village development. Particular concern and attention will be given to visual buffers, open space preservation and view shed protection in all land use regulations and development review procedures.

Development projects will be required to integrate natural features, forest environment, landscape character, and topography in their plans. The overall goal will be to integrate development projects into the natural environment that is Jay.

As a policy, the Jay Planning Commission will encourage that all construction in Jay be according to accepted standards for energy efficiency outlined by appropriate building and energy codes at the state level.

Policies and Implementation

To serve the needs of and facilitate communication within the Town of Jay, we have established the following Zoning Districts: Village Center, Rural District I, Rural District II, Recreation, High Density and Municipal Recreation / Conservation Land.

POLICY: It is the policy of Jay to ensure that the basic needs for the health, safety and well being of the town residents are met and maintained at satisfactory levels:

IMPLEMENTATION:

Study the feasibility of establishing an emergency care facility, in cooperation with the Missisquoi Ambulance and the North Country Hospital facilities In the event of a natural disaster;.

Support the continuance of the Jay Volunteer Fire Department, and the services of the volunteers, as well as support for the Missisquoi Ambulance squad.

Study the feasibility of establishing a supply of potable water to the town.

POLICY: Whenever possible the Town of Jay shall act to provide quality education and education facilities for the town:

IMPLEMENTATION:

Support the continuance of quality education

Promote the establishment of a town library and an historical museum.

POLCY: The Town of Jay shall provide for the designation, acquisition and preservation of recreational areas in the town:

IMPLEMENTATION:

Work with the state in designating certain areas as recreational sites.

Confer and work with the Green Mountain Club to provide an attractive area at the Long Trail site on Route 242 with appropriate markers, instructions, general information and warnings.

Provide for the acquisition of land for a park facility.

Encourage the use of untraveled, or lightly traveled, back roads for horseback riding, cross-country skiing, hiking and biking to the extent possible without causing property damage or nuisance to land owners.

POLICY: To provide for the preservation of the history of the town:

IMPLEMENTATION:

Provide for the upkeep of the town cemetery as an historical and reverent site.

To create a list of historic houses and sites and acquire them, by gift or purchase, selected houses as for historical preservation site(s).

Provide markers or plaques noting historical events or services pertinent to the town.

Provide Jay town sign(s) denoting the name of the town and its date of founding.
Encourage the rehabilitation of historic sites and structures whenever pertinent and economically feasible.
Protect stone walls, stone fences and stone foundations as evidence of Jay's history.

POLICY: Jay shall plan and cause the development of a safe, convenient and attractive transportation system:

IMPLEMENTATION:

Provide for traffic control on Route 242, and for such other traffic control compatible with the development of the town.

Ensure that new development along Route 242 and other roads will not worsen traffic conditions.

Provide for "frontage lanes" at all commercial multi-development areas.

Encourage rear lot parking facilities at all developments and provide for rear lot parking facilities at all commercial developments.

Study and be concerned with the feasibility of an off-route parking facility with possible shuttle bus service to and from the Jay Peak recreation area.

Clear and maintain roadways and bridges in accordance with the needs of all areas of the town.

Provide for the accommodation of increasing level of auto, truck, and bus traffic associated with potential increase of tourist and recreational industries by developing a well-networked system of local roads.

Ensure that development and concomitant-increasing traffic does not place an undue financial burden on the town by necessitating increased highway expenditures beyond budgetary allotments.

Study the feasibility of offsetting public costs with user and impact fees where the demand for the service results from a single area of town, a single development, or a group of developments.

Encourage the continuing improvement and classification of the town's highways and roads.

Discourage projects, which will interfere with roadway performance and public safety
Ensure that state highways passing through the town meet all state and town requirements.

Recommend that the town revise and update road specifications periodically to reflect changes in traffic patterns.

Request from NVDC an updated transportation map showing existing and proposed roads and rights-of-way.

Ensure that applicants for any planned development be required to disclose their best estimates of the impact it will have on traffic and roadways in the town.

Improvements to the town's roads, construction of new roads, and purchases of highway equipment shall be carried out in strict conformance with the town road specifications and capital budget.

Provide for pedestrian ways and bicycle paths whenever possible.

Retain all existing public rights-of-way regardless of whether they are currently being maintained by the town. No tract of land should be allowed to become "land-locked" by relinquishment of a public right-of-way and no development shall be allowed to occur within the rights-of-way of existing or proposed roads.

POLICY: Jay shall accommodate the changing needs of the town through a continuing planning process:

IMPLEMENTATION:

Ensure that, initially, the duties of the Planning Commission be continued on an on-going basis and that the members of this or its successor group meet on a regular basis to review and evaluate the regulations implemented.

Ensure that the by-laws and regulations be totally reviewed at least bi-annually with amendments prepared and presented as the needs of the town indicate.

Provide for a general presentation of updated objectives, by-laws, and regulations for approval, vote, and recording every five years according to the statutes.

POLICY: The Town of Jay shall allow for housing diversity and affordability:

IMPLEMENTATION:

The land use regulations in Jay will allow for the clustering of lots and the subsequent reduction of the lot sizes in clusters, the provision of public infrastructure, clustering of driveways, accommodation of manufactured housing and rental housing as well as cooperative arrangements through homeowners associations and innovative legal structures.

The town will also research tax relief options that are available for senior citizens as a means to keep their housing cost affordable. Once all available options have been researched, appropriate steps will be taken.

Commercial and recreational developers will also be asked to participate in a local housing forum. This forum will be an ongoing means of planning for and responding to the needs for affordable housing.

Diversity of housing types will be encouraged through the proposed land use plan and land use regulations.

Housing will not be encouraged in the village core but will be encouraged near the village core. The present residential development pattern in Jay, which concentrates development along the eastern portion of the community, will be continued. This pattern provides excellent access to Troy and Newport and necessary services.

The Town will allow for accessory dwelling units to be constructed on existing single-family lots so long as it does not negatively impact the Town's environmental or scenic resources.

POLICY: It is the policy of the Town of Jay that before it approves any major development the project must be accountable for its economic and environmental impact on the town of Jay and it should provide justification of its need. In addition, a developer must demonstrate financial capability to complete the project.

IMPLEMENTATION:

The Town will follow a clear and consistent set of standards to judge the quality of a development proposal

The Town of Jay should establish performance standards covering discharges in to the air, water, and soil, the production of noxious or hazardous emissions and their release into the environment.

POLICY: Jay shall create a compact commercial and mixed-use village center in the Village Center Zoning District and shall regulate the size, bulk, density, setbacks, aesthetics, signs, access and uses of the commercial buildings in this District through conditional use permitting to ensure the goals of this Plan are met.

IMPLEMENTATION:

Develop and enforce a clear and consistent sign ordinance.

Create development standards to ensure that any public infrastructure that is built through the private sector is built according to the goals of the Town.

Design economic incentives to attract private commercial development in this District.

Create a Village District Master Plan

