

JAY

COMMUNITY

DEVELOPMENT

PLAN

ADOPTED BY SELECTBOARD ON FEBRUARY 20, 2017

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SECTION I.

PURPOSE AND SCOPE

In accordance with 24 VSA Chapter 117, the Planning Commission of the Town of Jay was created 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 of Jay residents and their appointees to look to the future and determine for themselves how they wish 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 Jay Community Development Plan is intended as a policy guideline that should change as the needs and desires of the community change.

While a development plan does not have the same legal standing as zoning and subdivisions regulations, it is the guideline from which the regulations for the town are derived. It is generally 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, as well as hearings by the Public Service Board under the section 248 process. All land use and development must comply with the goals set forth in the Jay Community Town Plan and the Development and Land Use Regulations for the Town of Jay, available for review at the Jay Town Clerk's office.

CITIZEN PARTICIPATION

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

A written survey was mailed to approximately 750 property owners and renters in the town of Jay. Insights and details gleaned from the 156 responses were incorporated into this document by the Planning Commission at its monthly meetings. The survey response rate was approximately 20%. Find the exact survey in Addendum I of Appendix to this plan.

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

SECTION II

GENERAL PLANNING GOALS AND RECOMMENDATIONS

VISION

The vision for the Town of Jay is to direct and manage the orderly growth and development of the Town in such a way as to maintain a healthful and quality life style in a rural environment of natural beauty and economic well-being.

To serve the needs of and facilitate development within the Town of Jay, The town of Jay Zoning board established the following Zoning Districts: Village Center, Rural District I, Rural District II, Recreation, High Density and Municipal Recreation / Conservation Land. The purpose(s) of each zoning district is explained in the Town of Jay Development and Land Use Regulations.

A. GOALS

In order to address the above vision and to consider the needs of the Town in an era of anticipated growth, the following specific goals have been developed:

COMMUNITY GOALS

1. Provide for coordinated development incorporating a town theme. The town theme is “a rural recreational destination”, that is a pleasure to the townspeople and the visitors alike. This theme is based on the survey results.

2. Encourage the conservation of energy by supporting denser development patterns, energy efficient buildings and the development of renewable energy alternatives within set parameters and following TOWN of JAY defined guidelines.
3. Ensure that the basic needs for health, safety, and well-being of the town residents are met and maintained at satisfactory levels.
4. Provide for quality education and education facilities for the town.
5. Support the designation, acquisition, preservation and plan for development of recreational areas in the town.
6. Plan for a safe, convenient, and attractive public transportation system as future needs require.
7. Accommodate the changing needs of the town through a continuing planning process.
8. Discourage uncoordinated or incompatible development.
9. Encourage, in designated areas, the introduction of light manufacturing and small industries compatible with the rural nature of The Town of Jay that will strengthen the economy and provide employment opportunities for the town's residents.
10. Prepare standards to regulate any potential development of multiple mobile home parks. See 24 VSA, Ch. 117, Section 4412(1)(B)-(C)
11. Preserve the small town quality of The Town of Jay during development by encouraging the creation of a pedestrian-orientated village especially in the Cross Road area in the Village Center District that mimics the historic Vermont settlement patterns of a compact commercial and mixed-use village center surrounded by rural countryside.
12. Plan and encourage development in growth areas by the provision of appropriate public facilities in each area.
13. Encourage development at a moderate rate in designated growth areas providing essential services consistent with the best interests of the community and without undue financial burden on the town or its residents.
14. Develop primary objectives of local land use controls and capital facilities investments that strengthen the village growth areas.
15. Encourage the development of the recreational and tourism potential in the non growth areas of the Jay community, thereby creating economic opportunity while protecting the inherent rural character of the town.
16. Focus job growth in the community in the growth centers where physical, and

economic investments to support economic development have been made.

17. Identify and provide support for the protection and upkeep of rare, natural and scenic resources of the town. (see section V) Natural Heritage areas have been identified by the State of VT.
18. Encourage the designation, acquisition and preservation of recreational areas in the town and work with the state when appropriate in designating certain areas as recreational sites. (see section V)
19. In preparation for a natural or man-made disaster; study the feasibility of establishing an emergency care facility, in cooperation with the Missisquoi Ambulance and the North Country Hospital facilities.
20. Support the continuance of the volunteer services of both the Town of Jay Volunteer Fire Department, and Missisquoi Ambulance squad.
21. Promote the establishment of a town library, a historical museum and Town Green.
22. 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.
23. Encourage the use of not traveled 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.
24. Encourage the preservation of the history of the town:
25. Encourage and support the upkeep of the town cemeteries as historical and reverent.
26. Support markers or plaques noting historical events or services pertinent to the town.
27. Support any effort to provide The Town of Jay with entrance sign(s) denoting the name of the town and its date of founding.
28. Promote development with a focus on Flood Resilience.

TRANSPORTATION GOALS

1. Encourage state traffic improvements on Route 242, and for such other traffic control improvements compatible with the development of the Town of Jay.
2. Ensure that new development along Route 242 and other roads will not worsen

traffic conditions.

3. Encourage and support “frontage lanes” at all commercial multi-development areas
4. Encourage rear lot-parking facilities at all developments.
5. Encourage Jay Peak Resort to investigate the feasibility of an off-route parking facility with possible shuttle bus service to and from the Jay Peak recreation area.
6. Clear and maintain roadways and bridges in accordance with the needs of the town.
7. Encourage and support the continuing improvement of the Town’s highways and maintain a well-networked system of local roads to accommodate increasing levels of auto, truck, and bus traffic associated with the potential increase of tourist and recreational business. Any improvements to the town’s roads, construction of new roads, and purchases of highway equipment should be carried out in strict conformance with the town road specifications and road commissioner’s budget.
8. 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.
9. Participate in the Regional Transportation Advisory Council
10. Study the feasibility of off-setting public costs with user fees where the demand for a service results from a single area of town, a single development, or a group of developments.
11. Maintain an updated transportation map showing existing and proposed roads and rights-of-way.
12. Require that applicants for any planned development disclose to the Planning Commission their best estimates of the impact the development will have on traffic and roadways in the town of Jay.
13. Support pedestrian walkways and bicycle paths wherever feasible and economically viable.
14. 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 should be allowed to occur within the rights-of-way of existing or proposed roads. (See Addendum VIII for policy on Class IV roads)
15. Explore the development and implementation of a traffic ordinance to promote safe, enforceable traffic standards.

PLANNING GOALS

1. Ensure that the duties of the Planning Commission are continued on an on-going basis and that it meets on a regular basis to review and evaluate the implemented regulations.
2. Ensure that the Development and Land Use Regulations be reviewed at least bi-annually with amendments prepared and presented as the needs of the Town of Jay indicate.
3. Plan for a general presentation of updated objectives, Development and Land Use Regulations for approval, vote, and recording every five years according to the state statutes.

HOUSING GOALS

This plan recognizes the need to address the question of affordable housing and housing diversity. To this effect the following actions are proposed: (see also Addendum II in Appendix)

1. Allow through the Development and Land Use Regulations in The Town of Jay for the clustering of housing lots and the subsequent reduction of the lot sizes in clusters, clustering of driveways, accommodation of manufactured housing and rental housing as well as cooperative arrangements through homeowners associations and innovative legal structures.
2. Research possible options to keep housing costs affordable.
3. Ask commercial and recreational developers to participate in a housing forum with local officials as an ongoing means of planning for and responding to the needs for affordable housing.
4. Encourage diversity of housing types through the proposed Development and Land Use regulations which include single family, two family, multi-family and accessory dwellings,
5. Discourage housing in the village center district, other than for accessory and mixed use developments. The present residential development pattern in The Town of Jay, which concentrates development along the eastern portion of the community, will be continued. This pattern provides excellent access to Troy, Newport and necessary services.

B. GENERAL RECOMMENDATIONS

Where Act 250 permits are not required, The Town of Jay should establish performance standards for environmental protection covering discharges in to the air,

water, and soil, the production of noxious or hazardous emissions and their release into the environment. Definitions of specifics will be provided for by NVDA

III. COMMUNITY PROFILE

HISTORY

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. 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. A party of Native Americans who were camped on the newly purchased Bailey land greeted the next settlers Luther and Philander Bailey on their arrival in 1807.

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

Jay is a rural community that owes its beginnings to farming, forestry and its present existence to the ski industry. As is the case with any non-industrial economy in rural Northern New England in the last 50 years, population growth has been minimal as the figures show. Similarly, the population projections for Jay do not show any exponential increase in the foreseeable future. The population projections made in the 1990's have not been achieved. It is anticipated that there will be a slight increase in population due to the expansion of Jay Peak Resort and the current high ranking of the Jay/ Westfield Elementary School.

Throughout its history, Jay's population has fluctuated as its economic base shifted with the times. Increases in the future will similarly be contingent on the area economy. As a rule, the population dynamics of rural recreational communities are directly linked to the dynamics of the local economy. As economic opportunity grows, so does local population. This tendency has certainly been evidenced by Jay's own population history.

Jay Peak Resort is in the midst of an estimated 150 million dollar expansion plan. Due to this the town anticipates an increase in tourism, employment opportunities, and population.

For detailed population figures, see ADDENDUM IV in the Appendix

The Town of Jay's housing consists primarily of medium ranged family dwellings. There are numerous second homeowners in The Town of Jay. Businesses in the area support Jay Peak Incorporated and are dependent on this all season resort for their success.

It is anticipated that home ownership in The Town of Jay will increase moderately over the next ten years. It is also anticipated that all real estate values will increase due to the expansion program at Jay Peak resort.

ECONOMY

(See also ADDENDUM III in Appendix)

The current largest employer in the Town of Jay is Jay Peak Resort with a reported 680 seasonal employees and 85 full-time employees. As Jay Peak Resort evolves into a four-season destination through continued resort projects the number of full time employees is estimated to grow to 500+ year round. Other area employers include: Mike's Electric which employs a reported 50 full time employees, The Jay Country store, The Jay Village Inn & Black Bear Restaurant, The Snow Job, Great Northern Land Company, Jim Campbell Real Estate and Miso Hungry to name a few business' who provide full and part-time employment opportunities.

The towns of Westfield, Troy, Newport and Derby offer numerous other alternative employment opportunities.

Jay Peak has a significant impact to the Town of Jay and surrounding area. Jay Peak Resort owns 2,676 acres of land and leases 1,350 acres, bringing the total Resort property to over 4,000 acres of land. Jay Peak Resort reports over 100,000 skier visits beginning in 1988. Then in 1989 with an increase in destination accommodations more vacationers began visiting the mountain and surrounding area. By the mid 1990's reported attendance grew to 200,000 visitors. Then in the 2000's, reported ski attendance levels grew from 200,000 up to 290,000 each winter. This increase in visitors has been felt in the Town of Jay in the way of tourist spending and traffic volume. Expanding business opportunities in the Town of Jay are projected to accompany the Resort's expansion.

Area accommodations include on mountain; Jay Peak Resort suites, in the Tram Haus Lodge, townhouses, condominiums and single-family homes on property. Off mountain accommodations include: The Foothills at Jay, Great Northern Land Company Properties, The Jay Brook Lodge, The Jay Village Inn, Jay Vista Property Rentals, Snobowl Properties and The Woodshed Lodge.

Other enterprises in The Town of Jay may be found in feed-crop farming and timber harvesting for lumber and pulp. Although the Town of Jay has a rich agricultural history, currently no large active working family 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 economic magnitude that exists at Jay Peak.

DEVELOPMENT TRENDS, ADJACENT TOWNS, AND THE REGION

The Town of Jay is bordered by Canada to the north and the town of Troy to the East, Westfield to the South and Richford to the West. The surrounding towns are each somewhat larger in size than The Town of Jay, but similar in their rural nature. The towns of Jay and Westfield share an elementary school, which is located in The Town of Jay. The towns of Jay and Troy share a sewer system, which is located just east of The Town of Jay in Troy. The Towns of Troy & Jay also share a recycling center located in the Old Town Garage at 1735 Cross Road in Jay.

Many services are available to The Town of Jay in the adjacent towns and local region. Following is just a sampling of such available services:

- Protestant & Catholic churches in Troy and Westfield
- Postal Service Office in Troy and North Troy
- Banking in Troy

Major roads connect The Town of Jay with surrounding towns and the region.

A business organization, Jay Peak Area Chamber of Commerce (Top of Vermont), links businesses in all of these adjacent towns and the immediate region.

The nearest major shopping area is in Newport, which is 17 miles from The Town of 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.

The town of Jay offers access to some of the area's most scenic vistas which make for great biking, hiking, fishing Cross Country skiing, snow shoeing, and snow mobiling with miles of VAST trails in town. This along with all the recreational opportunities offered at Jay Peak Resort makes The Town of Jay a top Rural Recreation destination. Local area accommodations range from hotels and motels to seasonal rental properties. Several area restaurants along with facilities at Jay Peak Resort serve to satisfy area residents and visitors culinary desires. New establishments and expansion of existing businesses are expected in the near future.

Zoning Districts in adjoining towns are compatible with the Zoning Districts in the Town of Jay. One example of a recent change is at the intersection of Rt. 242 and Rt. 101 in the Town of Troy. The Town of Troy changed that area to become a Commercial – Residential District which is now in synch with the Town of Jay District in that area.

IV. UTILITIES, FACILITIES AND SERVICES

EDUCATION AND EDUCATION FACILITIES

The first frame schoolhouse was built at the center of town in 1831 and served also as a town hall and meetinghouse. It is not known how many pupils were in attendance. In 1880 when the population of The Town 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 from Pre-School to 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 town meeting points

The Rand Memorial library in North Troy is available to the residents of The Town 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.

PLANNING ADMINISTRATION

Introduction

The Town of Jay is at a juncture in its development history. The future supports the strengthening of Jay Peak as a four season destination resort, and continued interest in tourism in New England, all of which will exert development pressure on the community. In response to this challenge, the Town of Jay adopted updated Development and Land Use Regulations in March of 2010.

Planning Technical Support

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

Annual Planning Review

Once per year, the Planning Commission should review the plan, the Development and Land Use Regulations, 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, permits approved, impact of development activity, and need for any changes to the Town Plan and / or Development and Land Use Regulations.

Permitting System

A building permit system has been implemented. All construction, renovation, sign erection, 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 Development and Land Use Regulation, application submission-review procedures shall be followed.

Municipal Administration and Assistance

The commission recognizes that as the Town of Jay evolves, pressures on local government will grow as well and staffing may have to be increased. 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 The Town of Jay is by ground transportation. No public transportation is currently available. Public bus service, R.C.T. is available in Newport 17 miles away with stops in North Troy and Westfield. Private and limited commercial aircraft transportation is available via the Newport State Airport 15 miles east of The Town of Jay. A runway expansion at the Newport facility is ongoing. The major commercial airport for the area is the International Airport in Burlington, Vermont, 67 miles southwest of The Town of Jay.

The public highway system is unquestionably the most critical transportation resource in The Town of Jay. The road system provides linkage to all other transportation systems in the region. The local road system is the primary internal movement system within The Town of Jay.

Current Classification

The two state highways that connect The Town of 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 The Town of 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 The Town of 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 nonetheless, an important access.

Roads Information (See Addendum VI in Appendix)

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 The Town of Jay. The State Agency of Transportation recorded five traffic counts in the Town of Jay Between 2007-2009. In 2007 three traffic counts were done in the month of June. These were done on the Westfield town line, the Troy town line, and the Richford town line. For the Crossroad in The Town of Jay at the Westfield town line the average daily total was 745. For Route #242, at the Troy town line the average daily total was 1920. For Route # 105 at the Richford town line, the average daily total was 1658. In 2008, one traffic count was done in July on the Cross Road in The Town of Jay, 250 feet north of VT Route # 242. In 2009,

one traffic count was done in July on the Cross Road in The Town of Jay, 400 feet south of VT Route # 105.

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 The Town of 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. The Town of Jay supports the efforts of RCT in transporting residents to and from the town. The Town should consider the development of a village town parking lot to accommodate travelers coming to The Town of Jay for the day. Shuttle bus service to this lot could also be considered.

Trails, Bike Paths & Sidewalks

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

Bike Paths

The commission recommends a feasibility study regarding the creation of bike paths along VT Rte. #242 and VT Rte. #105 to accommodate the number of bikers using these roads.

Roads and Bridges

It is of major importance that the roads connecting The Town of Jay to surrounding towns and also roads connecting the region to the entrance of Jay Peak be upgraded to facilitate the anticipated future traffic increases contemplated and funded by VTrans.

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 Vermont transportation 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.

Town of Jay Highway Names (See Addendum VII in Appendix)

Town of Jay Highway Map (See Addendum VIII in appendix)

SCENIC ROADS, RESOURCES & PARKS

The Town of Jay is blessed with some of the most breathtaking scenery in Vermont. Due to The Town of 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 The Town of 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 The Town of Jay are to the northeast and southeast overlooking Canada and Newport.

The Mountain is a magnificent focal point in the Town of Jay. Jay Peak has 78 trails and glades. The Resort has snowmaking capabilities on a majority of the mountain that combined with legendary natural snowfall amounts allow for skiing deep into April. The Mountain averages 355 inches per season of natural snowfall. On mountain the 18 hole golf course (completed in 2006) is the center of the Jay Peak Resorts summer plan. This summer amenity is augmented by the numerous activities already on-property such as swimming, hiking, biking, eco-touring, sightseeing, fishing and volleyball. The completion (new in 2010) of the Ice Haus, an indoor ice skating arena allows for indoor public skating, hockey, and curling. (Completed in 2012) Jay Peak Resort's: "Hotel Two/Water park" Project is a 120 suite hotel, conference center with restaurants, and 60,000 square foot indoor water park. Permitted pending projects: The construction of an indoor recreation center with rock climbing, movie theater and arcade. Additional Townhouses.

Somewhat of a "hidden" natural wonder gem is the Jay Community Recreational Centre. This 240+ acre parcel of land is located off the Cross Road in Jay. The Jay Community Recreational Centre Committee, which is under the auspices of the Town of Jay, oversees the development and maintenance of this property. During warmer months the park offers miles of trails for walking, hiking and mountain biking, hunting during season and in winter months the park is open for snow shoeing and cross country skiing. Current projects completed include the expansion of the parking area on Cross Road, installation of a bridge connecting the lower Christmas Tree area to the upper section of the property for easier access, Future projects include clearing of the plateau in the lower Christmas Tree area for installation of such recreational areas as baseball and soccer fields surrounding a central pavilion.

In addition to views and vistas, The Town of Jay possesses some very attractive sites and road corridors. The most noteworthy road corridors are Route 242 (Mountain Road) and Route 105 between The Town of 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.

Parks and Recreation

A recreation park is has been in development since the property transfer of 240+/- acres from the Vermont Land Trust to the Town of Jay in 2004. The Jay Community Recreational Centre Committee has been working on various projects at the parcel located on the Cross Road; a parking lot has been created, cross country and bike trails are continuously being expanded and maintained and a connecting bridge has been installed between the lower 40+/- acres to the upper 200+/- acres along with signage and creation of property mapping. You can hike, mountain bike, hunt, cross-country ski and snowshoe on the trails, depending of course on the time of year. No motorized vehicles (snow mobiles, ATV's etc) are allowed on the land except for maintenance work. The property is open year round to the general public.

Town Hall Grounds

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

EMERGENCY SERVICES

Fire

The Jay Volunteer Fire Department - is a private organization providing fire protection to the community. There are two fire stations located in the Town of Jay. One station is located on Revoir Flats Road next to the Jay/ Westfield School. A new sub station was completed in March of 2010 on rte. #242 near the entrance to Jay Peak to accommodate development at Jay Peak Resort. Presently the Volunteer Fire Department supports its income by fund raising events, and an annual appropriation, tied to the Grand List, is made by the town to support the fire departments operating expense.

Police Protection

Police protection is provided by the State Police Barracks in Derby. In the future there may be a need for increased police protection.

In the future consideration may need to be given to hiring a full time law enforcement agent, and encourage a neighborhood watch program.

Ambulance

The Missisquoi Ambulance Service, presently located in the Town of Jay Old Municipal Garage furnishes emergency medical and ambulance service. This organization is partially supported by appropriations from the communities it serves. As the population of the town increases, the Missisquoi Ambulance Service should be encouraged to increase the amount of service it provides and work with the towns to maintain adequate resources. The ambulance service should be encouraged to provide adequate garage accommodations for their equipment.

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.

Emergency Dispatch Services

The Town of 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 The Town of 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 presently 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, Jay Peak Resort and the Foothills at Jay. A significant expansion of this system will be completed in 2017.

Municipal Garage

The New Municipal Garage constructed in 2013 is located on VT-105.

For a list of equipment refer to the Town Report.

The Road Commissioner oversees the maintenance of all class 1, 2 & 3 public non-State-Roads-surfaced and gravel-within the town. This includes construction, maintenance and snow removal. The cost of which is supported by tax revenues and State aid.

Village Area Water Study

As development in The Town of Jay advances, the ability to maintain required isolation distances between private wells will be more and more difficult. An assessment of ground water availability should be conducted possibly by the Agency of Natural Resources and a feasibility study of water storage sites should be considered.

Waste Disposal / Recycling / Sewer System

Solid Waste Management

Recycling

Troy/Jay Recycling center is located at

1375 Cross Road - Jay, VT

Fri 1:00pm - 4:00pm

Sat 9:00am – 12:00pm

Currently allowable recycling items are:

NEWSPAPERS, MAGAZINES & OFFICE PAPER (JUNK MAIL): Can be mixed together – Includes: catalogs, telephone books, glossy inserts and paperback books as well as colored paper, white paper, wrapping paper and junk mail. Any color or type of paper can be in this category **except** brown Kraft bags and boxboard.

CORRUGATED CARDBOARD & BROWN KRAFT BAGS & BOXBOARD: **NO** wax-coated cardboard, egg cartons, cardboard soiled with food waste or Styrofoam. Remove excess tape. Staples are OK. Please no strings, handles, or bags with plastic layers.

TIN CANS: Labels are OK. Flattening not required. Separate from aluminum cans (A magnet will stick to tin but not to aluminum). Please rinse.

ALUMINUM CANS, FOIL AND FOOD TRAYS: Labels OK. Flattening not required, please rinse. Snack bags and candy wrappers are not aluminum foil!

GLASS (ALL COLORS): Clear, green, blue, and amber bottles and jars .Please rinse. Dishes, window, mirror, ceramic, Pyrex and drinking glasses are acceptable, please rinse. **No** crystal, lids, metal or wood. **NO** light bulbs.

#1 through #4 PLASTICS: Look for the recycling number stamped on the bottom of the container. Includes all labeled rigid plastic containers, **2 Gallon capacity or less**. Labels are OK, please crush larger containers. Tubs and automotive product containers are acceptable as long as they are completely drained of fluid. Please rinse! **No vinyl siding, Styrofoam, syringes or medical devices – These items should go in with your regular household or bulky trash.**

PLASTIC BAGS: Any plastic bag that is labeled #2 or #4, or has been identified as such. Call for the current list of acceptable bags.

SPECIAL WASTES:

Oil, Oil Filters, Automotive Batteries, Rechargeable Batteries, Alkaline batteries, Hard and Soft covered Books, Cellular Phones and Fluorescent Bulbs. **Electronics** — Televisions, Computers, please ask attendant.

CLOTHING AND TEXTILES – Drop and Swaps are held in the spring and fall in Derby. Household Hazardous Waste – **BY APPOINTMENT ONLY**, Monday – Friday, May through the end of September in Lyndonville, and special events throughout the District June – September. Call for details.

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

Troy/Jay Sewer System

The Troy/Jay Sewer Department is jointly owned and operated by their respective towns. Access to the sewer lines for those potential users in The Town of 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. A significant expansion of this system was completed in 2015

Electric Utilities

The Vermont Electric Cooperative, a Rural Electric Administration affiliate, services all of the populated or potentially populated areas of the town.

Underground Utilities

The Town of 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 Town should study the feasibility and cost of underground power in the center of Jay to enhance the scenic nature of the Town.

COMMUNICATIONS

Telephone

Presently Hard Land line telephone service is provided by Fairpoint Communications. 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 available by either Fairpoint or Comcast.

Wireless telephone and internet service is available throughout certain areas of the town. Future towers and transmitters should greatly improve reception. It is imperative that there be Town involvement and input on any future tower locations

The town Planning Commission supports upgraded or improved service for broadband and/or telecommunication service.

Energy Plan

Energy Resources

Energy for heating, lighting, and hot water is available from a variety of sources who all meet the current needs of the Town of Jay's residents for propane and fuel oil energy products. Heating oil and LP Gas is available from several distributors and dealers in Orleans County. Vermont Electric Cooperative in Johnson provides electricity in The Town of Jay. Lastly, fuels for the propulsion of motor vehicles are available in The Town of Jay and some of the surrounding communities.

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, The Town of Jay's remoteness from the area's energy suppliers could have an impact on the price of energy in The Town of Jay.

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 The Town of Jay's families. Therefore, the Town of Jay Planning Commission recommends the following:

1. 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 Town of Jay recommends that energy audits be conducted in all Town of Jay buildings and necessary improvements should be made to make them more efficient. (See Addendum X for information from Efficiency VT)

2. 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. Renewable energy projects are limited to outside the scenic corridor and subject to project and site review.

Solar & Wind Electricity Generation and Transmission Siting

The Town of Jay has developed community standards and siting standards for the

development of solar and wind facilities for reference and use by facility developers and local property owners and for consideration in Section 248 proceedings (30 VSA §248). These standards are set forth below. In addition, The Jay Planning Commission in consultation with the Northeastern VT Development Association, will identify and map those areas of Jay that are most suitable for solar/wind facility development based on facility siting requirements and municipal energy, conservation and development policies and objectives set forth in the Jay Town Plan, the Jay Screening of Solar/Wind Facilities Ordinance, and the Jay Land Use and Development Regulations.

Pursuant to 30 VSA Sec. 248, prior to the construction of a solar/wind facility, the VT Public Service Board (PSB) must issue a Certificate of Public Good. A Section 248 review addresses environmental, economic, and social impacts associated with a particular project, similar to Act 250. In making its determination, the PSB must give due consideration to the recommendations of municipal planning commissions and its-their respective plan. Accordingly, it is appropriate that Jay's Town Plan address these land uses and provide guidance to town officials, regulators, and facility developers.

The Town of Jay may participate in the Public Service Board's review of new and expanded generation facilities to ensure that local energy, resource conservation and development objectives are identified and considered in proposed utility development. This may include joint participation and collaboration with other affected municipalities and the Northeastern VT Development Association for projects that may have significant regional impact. H.40, passed in 2015 guarantees the host municipality automatic party status in the PSB~ permitting process. It is acknowledged that the PSB's prime focus is on administering state public policy and regulating actions that are directed at ensuring that utility services promote the general good of the state.

The Planning Commission, in consultation with the Jay Select Board, should develop guidelines to direct local participation in Section 248 proceedings for the review of solar or wind facilities located in Jay or in neighboring communities which may affect the town. The guidelines should reflect levels of participation or formal intervention in relation to the type, location, scale, operation, and magnitude of a proposed project, and its potential benefits., detriments to and impacts on the community.

Community Standards

The following community standards are to be considered in undertaking municipal solar or wind electricity projects and programs, in updating Jay's Land Use and Development Regulations to address solar or wind facilities subject to local regulation, and in the review of new or upgraded solar/wind facilities by the Town of Jay and the Public Service Board

(Section 248 review).

Plan Conformance: New solar facilities and proposed system upgrades should be consistent with the Vermont Comprehensive Energy Plan, the Vermont Long-Range Transmission Plan, and utilities Integrated Resource Planning (IRP).

Benefits: A demonstrated statewide public need that outweighs adverse impacts to local residents and resources must be documented for municipal support of new solar/wind facilities located within or which may otherwise affect Jay. Facility development must benefit Town of Jay and State residents, businesses, and property owners in direct proportion to the impacts of the proposed development.

Impacts: New solar or wind facilities must be evaluated for consistency with community and regional development objectives and shall avoid undue adverse impacts to significant cultural, natural, and scenic resources and aesthetic values identified by the community in the Jay Town Plan and the Scenic Resources Inventory. When evaluating impacts of a proposed solar or wind facility under the criteria set forth in this Town Plan, the cumulative impact of existing solar or wind facilities, approved pending solar or wind facilities and the proposed solar or wind facility shall be considered. It is explicitly understood that a proposed solar or wind facility which by itself may not have an adverse impact may be deemed to have an adverse impact when considered in light of the cumulative impacts of the proposed solar or wind facility and existing solar or wind facilities and pending already approved solar or wind facilities.

Decommissioning: All facility certificates shall specify conditions for system abandonment and decommissioning, including required sureties (bonds) for facility removal and site restoration to a safe, useful, and environmentally stable condition. All hazardous materials and structures, including foundations, pads and accessory structures, must be removed from the site and safely disposed of in accordance with regulations and best practices current at the time of decommissioning.

Solar or Wind Facility Siting

Jay supports responsibly sited and developed solar/wind facilities within its boundaries. It recognizes that financial considerations require projects to be located in close proximity to electric power lines capable of transmitting the load proposed to be generated and easy access from major transportation networks for construction. However, the town desires to maintain the open landscape and scenic views important to Jay's sense of place, tourism economy and rural cultural aesthetic. Not all solar or wind facilities proposed can meet this

standard. Projects must meet the following criteria in order to be supported by this Town Plan:

Siting Requirements. New solar or wind facilities shall be sited in locations that do not adversely impact the community's traditional and planned patterns of growth, of compact (downtown/village) centers surrounded by a rural countryside, including working farms and forest land. Solar or wind facilities shall, therefore, not be sited in locations that adversely impact scenic views, roads or other areas identified in the Scenic Resources Inventory, nor shall solar or wind facilities be sited in locations that adversely impact any of the following scenic attributes identified in the Scenic Resource Inventory: views across open fields, especially when those fields form an important foreground; prominent ridgelines or hillsides that can be seen from many public vantage points and thus form a natural backdrop for many landscapes; historic buildings and districts and gateways to historic districts; and, scenes that include important contrasting elements such as water. The impact on prime and statewide agricultural soils currently in production shall be minimized during project design.

Preferred Areas: The following areas are specifically identified as preferred areas for solar or wind facilities, as they are most likely to meet the siting requirements:

- Roof-mounted systems;
- Systems located in close proximity to existing large scale, commercial or industrial buildings;
- Proximity to existing hedgerows or other topographical features that naturally screen the entire proposed array;
- Reuse of former brownfields;
- Facilities that are sited in disturbed areas, such as gravel pits, closed landfills, or former quarries.
- Areas specifically identified as suitable for solar/wind facilities on a map approved by the Select Board.

Prohibited (Exclusion) Areas: In addition to those areas that do not meet the siting requirements set forth above, solar or wind facilities shall be excluded from (prohibited within), and shall not be supported by the town, in the following locations:

Floodways shown on Flood Insurance Rate Maps

- Fluvial erosion hazard areas as shown in the Town of Jay Land Use and Development Regulations;
- Class I, II and III wetlands;

- A location that requires fragmentation of Jay's working landscape, including undeveloped forestland and primary agricultural soils (as defined in Act 250 and as mapped by the U.S. Natural Resource Conservation Service);
- Rare, threatened, or endangered species habitat or communities as mapped or identified through site investigation, and core habitat areas, migratory routes and travel corridors;
- Ridgelines: Jay Peak (Green Mountains);
- Steep slopes (>25)
- Surface waters and riparian buffer areas (except for stream crossings);
Areas specifically identified as unsuitable for solar or wind facilities on a map approved by the Select Board.

Topography that causes a facility to be visible against the skyline from common vantage points from public and private vantage points such as roads, homes and neighborhoods;

- A site in proximity to and interfering with a significant view shed identified in the Scenic Resource Inventory;
- A location where a site cannot be screened from the view of neighbors and thus prohibits them from exercising the peaceful enjoyment of their property;
- A site on which a solar or wind facility project can not comply with Jay' s prescribed siting and screening standards, including the screening requirements set forth in Jay' s Screening of Solar/Wind Facilities Ordinance;
- A site that causes adverse impacts to historical or cultural resources, including state or federal designated historic districts, sites and structures, and locally significant cultural resources identified in the municipal plan. Prohibited impacts to historical and cultural resources include:
 - removal or demolition;
 - physical or structural damage, significant visual intrusion, or threat to the use;
 - significant intrusion in a rural historic district or historic landscape with a high degree of integrity;
 - significant visual intrusion into a hillside that serves as a backdrop to a historic site or structure;
 - creating a focal point that would disrupt or distract from elements of a historic landscape;
 - a significant intrusion in a rural historic district or historic landscape that has a high degree of integrity;
 - impairing a vista or viewshed from a historic resource that is a significant component of its historic character and history of use;
 - visually overwhelming a historic setting, such as by being dramatically out of scale;
 - isolating a historic resource from its historic setting, or introducing incongruous or incompatible uses, or new visual, audible or atmospheric elements.

Mass and Scale

Except for solar or wind facilities located in preferred areas, solar or wind facilities larger than 10 acres, individually or cumulatively, cannot be adequately screened or mitigated to blend into the municipality's landscape and are, therefore, explicitly prohibited.

3. 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 more efficient than traditional building methods.

V. NATURAL RESOURCES and CURRENT LAND USE

OPPORTUNITIES FOR DEVELOPMENT CONTROL

The above criteria, addressed in this plan create a situation which calls for: (1) Comprehensive Development and Land Use Regulations, (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 The Town of 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 identifying opportunities that coincide with community goals ensuring development potentials can become realities.

One of the potentials in The Town of Jay is the presence of the designated growth centers at Jay Peak Resort and the Foothills at Jay. 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 Foothills at Jay is as follows:

1. 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 of Jay should capitalize on these previous investments.

2. Exploitation of Site Potentials

The Mountain and the village have unique physical and geographic attributes.

3. Preservation of Open Space, Forestland, and Natural Environments

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

NATURAL RESOURCES AND CURRENT LAND USE

Performance Standards for Environment Protection

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.

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 The Town of 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 The Town of Jay at 3400+ feet in elevation. The lowest point in The Town of Jay is on the eastern side of the town at the border with Troy at 385+ feet in elevation.

Approximately 50% of The Town 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.

I. Flood Resilience

As of July 1, 2014, all duly adopted municipal plans must contain a flood resilience plan that identifies flood and fluvial erosion hazard areas and designates those areas to be protected, including floodplains, river corridors, land adjacent to streams, wetlands, and upland forests to reduce the risk of flood damage to infrastructure and property; and recommends policies and strategies to protect the areas.

Existing Conditions

The Town of Jay Vermont is within the greater Mississquoi River Watershed a 1200 square mile watershed where waters flow to the north and drain into the Mississquoi River Nord in Quebec,

Canada. In Jay waters predominantly flow from the West which consists of high elevation mountain peaks to the East which consists of low elevation farm land. The borders of Richford and Westfield, in the west and south respectively are the highest points in The Town of Jay at 3400+ feet in elevation. The lowest point in The Town of Jay is on the eastern side of the town at the border with Troy at 385+ feet in elevation. The many tributaries of the Jay Branch collect in an area commonly known as the Village Center. The Village Center located in the southeast part of town is at the lowest elevation where drainages converge. As a result this is where the Special Flood Hazard Areas are found.

Flood Risks in Jay

There are six residences insured under the in the National Flood Insurance Program (NFIP) of those two are within a Special Flood Hazard Area. There has been one NFIP claim in the Town of Jay since 1978. In addition two FEMA declared disasters both occurred in 2011 which was marked by heavy spring flooding followed by Tropical Storm Irene in August. The damage from these storms was concentrated on Rt. 242. The brook running along Rt.242 caused major erosion of the stream banks in response these areas have since been bolstered with RipRap.

Disaster Declaration #	Date	Total FEMA Public Assistance Received
4022	9/1/2011	\$79,460.70
1995	6/15/2011	\$26,803.80

Nevertheless, directing development away from the Town’s natural flood protection assets will be the least costly and most effective mitigation strategy in the long run. A comprehensive mitigation strategy must take inventory of the natural means of flood hazard protection – floodplains, river corridors, wetlands, and upland forested cover.

Floodplains

Floodplains are low-lying areas adjacent to a river channel that become inundated as floodwaters rise up and spill out over a river bank. They provide an important ecological function by storing and conveying floodwaters, reducing downstream flood velocities, and mitigating riverbank erosion. Floodplains also help to protect water quality by filtering nutrients and impurities from runoff, processing organic wastes, and moderating temperature fluctuations.¹

Jay’s floodplains are depicted on a FEMA Flood Insurance Rate Map (FIRM) that was created in 1974 and somewhat revised in 1976. This map depicts the Special Flood Hazard areas, which are floodplains that would likely become inundated during a significant flood known as a “base flood.” The base flood is often referred to as the “100-year flood.”

Unfortunately, the term “100-year flood” is misleading, because it creates the false impression that a flood of that magnitude will only occur once a century. What the term really means is that the base flood has a 1% chance of flooding in ANY given year. With a one percent annual chance, a structure in the Special Flood Hazard Area has more than a one-in-four chance of being affected by a flood during a thirty year mortgage. By comparison the same structure has less than a one-in-ten chance of being damaged by fire over the same mortgage.² Jay’s FIRM is not accompanied by any insurance studies or base flood elevations, which would indicate how high the water would rise in a 100-year flood event.

Jay’s FIRM is in both digital and paper formats. The Special Flood Hazard Areas are found mostly along the Jay Branch following Route 242 and Revoir Flat Rd. Development is sparse in

the Flood Hazard Areas. One residence on Revoir Flat Rd. is located in the widest swath of Hazard Area. The highest concentration of development in a flood hazard area is along or near Route 242. Remaining hazard areas have no development.

River Corridors

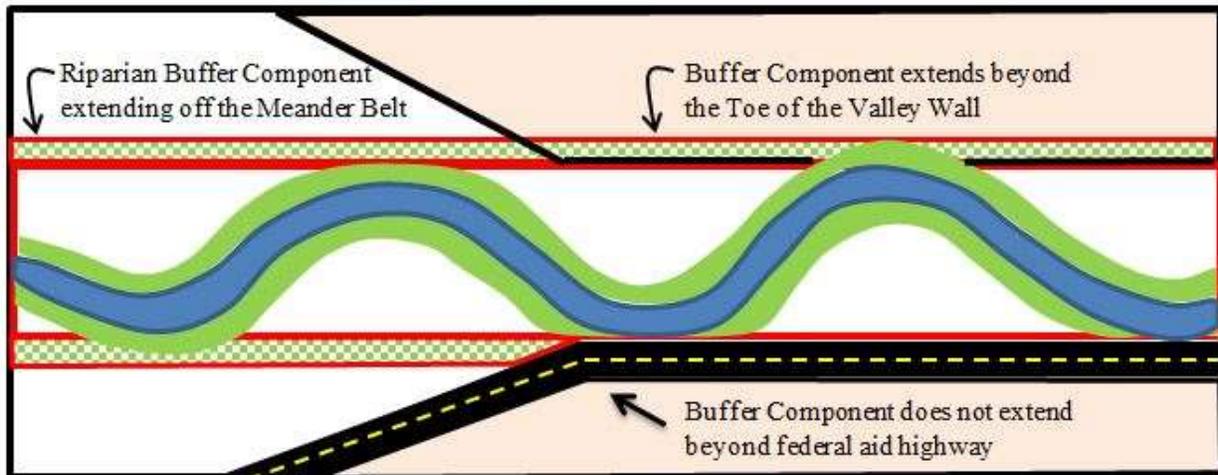
River Corridors encompass the area of land surrounding a river that provides for the meandering, floodplain, and the riparian functions necessary to restore and maintain the naturally stable or least erosive form of a river thereby minimizing erosion hazards over time.

About two-thirds of Vermont's flood-related losses occur outside of mapped floodplains, and this reveals the fundamental limitations of the FEMA FIRMs: A mapped floodplain makes the dangerous assumption that the river channel is static, that the river bends will never shift up or down valley, that the river channel will never move laterally, or that river beds will never scour down or build up.

In reality, river channels are constantly undergoing some physical adjustment process. This might be gradual, resulting in gradual stream bank erosion or sediment deposit – or it might be sudden and dramatic, resulting a stream bank collapse. In fact, this type of flood-related damage occurs frequently in Vermont, due in part to the state's mountainous terrain.

Land near stream banks are particularly vulnerable to erosion damage by flash flooding, bank collapse, and stream channel dynamics. The Vermont Department of Environmental Conservation, Agency of Natural Resources, has identified **river corridors**, which consist of the minimum area adjacent to a river that is required to accommodate the dimensions, slope, planform, and buffer of the naturally stable channel and that is necessary for the natural maintenance or natural restoration of a dynamic equilibrium condition. In other words, the river corridor provides “wobble room” for a stream as its channel changes over time. Keeping development out of the river corridors therefore reduces vulnerability to erosion.

A statewide basemap of river corridors was released in November 2014. The map is essentially a computer-modelling product, completed on all streams with a watershed area of more than two square miles. The river corridors include the meander belt – the lateral extent the river can move to maintain channel equilibrium – and an area extending from the edge of the meander belt that can provide a natural vegetation buffer that resists streambank erosion and dissipates stream energy. Over time, the basemap can be updated to reflect field-based data as it becomes available. In Jay, the streams included in the base map are the Jay Branch and its many tributaries and the Crook Brook.



Showing the (green cross-hatched) riparian buffer component of the river corridor, as an extension off the meander belt, to accommodate the actual buffers (green bands) when the stream meanders are at their equilibrium amplitude. Buffer components are drawn beyond natural confining features such as the valley wall but not beyond engineered levees, railroads, or federal aid highways.

Uplands and Wetlands

Proper management of upland areas also plays an important role in flood hazard management. Limiting clearing of upland slopes will help to attenuate flood flows and reduce stormwater runoff. Jay's forest cover, particularly in areas with steep slopes and high elevations (where headwaters are located) should be protected. Conservation easements and enrollment in the Current Use Program may be an effective way to protect existing forested cover.

Wetlands also have the capacity to retain significant amounts of water. The State of Vermont regulates activities in and adjacent to wetlands. These rules apply to the wetlands and associated buffer zones within 100 feet of Class 1 wetlands, and 50 feet of Class II wetlands. Any activity in a Class I or II wetland requires a state permit. There are 36 identified class II wetlands covering 510 acres collectively. There are no class I wetlands. The wetlands in Jay are concentrated in the Southeast portion of town and along the border with Troy.

Transportation Infrastructure

The Town of Jay has adopted VTrans Road and Bridge Codes and Standards (which can be found in the VTrans Orange Book: Handbook for Local Officials). Jay's culvert and bridge inventory noting the location, size and condition of all culverts and bridges in Town can be found in the Vermont Online Bridge and Culvert Inventory Tool (VOBCIT). At present there are 273 culverts that are classified in the system, the majority of which are in GOOD condition (50%) GOOD. The remainder are FAIR (39%) or POOR (11%). This inventory is being updated by the Town annually.

Emergency Relief and Assistance Fund

Since 2000, Jay has had two flooding events that incurred more than \$100,000 in damages. In the event of a presidentially declared disaster, FEMA provides public assistance to cover 75% of the damages, but depending on the scope and severity of the losses, the amount can be higher. (This

was the case in 2011, because FEMA covered 90% of the damages in one incident.)

Until October 2014, the State of Vermont has covered half of the remaining match through its Emergency Relief and Assistance Fund. Since then new legislation has taken effect that will tie the level of state funding to local flood resilience initiatives.

For federally declared disasters that occur after October 23, 2014, ERAF will contribute half of the required match only if the town has taken all the following steps to reduce flood damage. Otherwise, the level of State funding will be reduced to 30% of the remaining match, which will usually be about 7.5% of the total cost:

1. Adopt the most current Town Road and Bridge Standards (which can be found in the VTrans Orange Book: Handbook for Local Officials).
2. Adopt flood regulations that meet the minimum standards for enrollment in the National Flood Insurance Program
3. Maintain a Local Emergency Operations Plan (LEOP adopted annually after town meeting and submit before May 1)
4. Adopt a FEMA-approved Local Hazard Mitigation Plan (LHMP).

The Town of Jay currently meets the first two requirements and is in the process of adopting a LEOP. Jay would need to adopt a LHMP to qualify for maximum ERAF funding. Although data from previous losses is not an indicator of what's to come, the table below illustrates how the change in the ERAF funding formula may have impacted the town's bottom line, if FEMA declarations 4022 and 1995 had taken place after October 2014.

Table X.2: Potential ERAF Funding Scenarios after October 2014

Disaster	Total Amount	Federal Amount Obligated	If Jay did NOT Meet all ERAF Requirements		If Jay DID Meet all ERAF Requirements		Difference
			State Share	Local Share	State Share	Local Share	
4022	\$50,853	\$45,768	\$3559.50	\$1525.50	\$2542.50	\$2542.50	\$1017
1995	\$35,738	\$26,803	\$6254.50	\$2680.50	\$4467.50	\$4467.50	\$1787

Local Emergency Operations Plan

The Local Emergency Operations Plan (LEOP) establishes lines of responsibilities in the critical hours immediately following a disaster. This information is particularly important in coordinating responses through mutual aid towns, and regional and state entities. The Town of Jay will have a LEOP finalized and adopted in 2015. The LEOP is updated and adopted annually after Town Meeting Day.

Local Hazard Mitigation Plan

A local hazard mitigation plan prioritizes hazard issues and details next steps for addressing them. It is required by FEMA in order to receive grant funding to reduce or eliminate hazards such as moving or elevating structures or acquiring repetitive loss structures. A local hazard mitigation

plan was developed for Jay as an annex to regional plan for the Northeast Kingdom. The town will now need to develop a single-jurisdiction plan if the Town wishes to seek FEMA funds for mitigation projects, such as replacing bridges, elevating structures, or purchasing a generator for an emergency shelter. In addition a LHMP is need to qualify for the maximum Emergency Relief and Assistance Funds available from the State of Vermont. Jay has been selected to receive funds through the Hazard Mitigation Grant Program to develop a LHMP. If Jay accepts HMGP funds the plan will need to be completed by December 2018.

Flood Resilience Goals:

- Mitigate Jay’s flood hazards in the most cost-effective manner possible.
- Minimize the risk exposure and associated expense to Jay tax payers.
- Ensure the Town and its facilities are prepared to meet the demands of the next flood.
- Ensure the Town can receive the maximum outside assistance in the event of the next federally declared disaster

Flood Resilience Strategies

- Maintain and update the Local Emergency Operations Plan.
- Review and evaluate river corridor areas. Consider adopting regulations to protect river corridors from additional development and encroachment.
- Maintain Vtrans Road and Bridge standards. Participate in regional road foreman trainings. Invite municipal road crew to attend Vtrans Rivers and Roads Training.
- Keep the town’s culvert data current by updating the information on the Vermont Online Bridge and Culver Tool.
- Conduct landowner outreach and education on the importance of stream bank protection, erosion and run off attenuation, and riparian buffers.
- Consider implementing recommendations from the Phase 2 Stream Geomorphic Assessment Missisquoi River Watershed Mainstem, Jay Branch, and Mud Creek, Orleans and Franklin Counties, Vermont, March 2008 study.

Soils and Development Suitability

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

As a general group, soils in The Town of 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 The Town 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:

1. Developable Land

These areas 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.

2. Conditionally Developable Land

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

3. Undevelopable Land

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.

4. Already Developed Land

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 The Town of Jay that have significant local historical value. Included among these are early farmhouses near the center of town and the Town Municipal Building which was the old Schoolhouse. This 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 a state of the art New England Ski Resort reflecting the history and traditions of the region. 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 Development and Land Use Regulations. Permits will be issued for those projects that comply with the Town of Jay's Development and Land Use Regulations. The Town of Jay will promote and encourage architecture that enhances and preserves the current natural rural atmosphere of the town.

Current Land Use

The eastern part of The Town 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 The Town of Jay is located. Over 80% of the land in The Town of Jay is forest and woodland, and much of this is above the 2,500 foot elevation

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

Jay Peak Resort is the largest landowner in the community. The four season resort is located in 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 The Town of Jay is known as the Village Center. Although development in the center of The Town 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 The Town of Jay are the "Foothills in Jay" and Jay Peak Resort. 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. The majority of The Town of Jay's tourist lodgings and many of its seasonal homes are located on or close to Route 242. The foothills at Jay is a planned unit development.

Farming is not currently a significant part of The Town of Jay's current land use and economic life.

The historical development interest patterns in The Town of Jay has have been focused in proximity to Jay Peak on Route 242, on the roads that lead into The Town of Jay from Troy and Westfield, and around the center of the village. The balance of the development in the remainder of 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 242 has seen an increase in development activity.

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 The Town of Jay has been within 6,000 feet of the Troy town line on the eastern end of The Town of Jay.

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 Town of Troy has recently re-zoned the intersection of Rtes. 242 and 101 as a Commercial – Residential District.

The most important and significant development trend that has occurred in the recent past has been at Jay Peak which 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 Resort is a significant influence on the future development trends in The Town of Jay.

Wildlife and Plants

Wildlife is abundant in the 80% of The Town 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.

VI. LAND USE PLAN

Introduction

The Town of Jay Plan shall focus on preserving the rural beauty of the area by:

- 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 will be guided by a Development Land Use plan, which will:

1. Preserve and Conserve 247 acres donated by the Vermont Land Trust for recreational purposes.
2. 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.

3. 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.
4. Link the newly created village district to town-wide residential areas and Jay Peak through a well-networked system of roads and streets organized in a structural hierarchy.
5. Encourage very low impact commercial development in the outlying town areas zoned for such. Commercial development will only be permitted in outlying areas provided they do not affect the conservation of open space, forestland, and any valued agricultural land
6. 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 the strictly stated criteria and standards in the current Development and Land Use Regulations for the Town of Jay.
7. Protect the unique ecological, visual, auditory and physical characteristics of Route 242, Route 105, Cross Road and Revoir Flats corridors. These scenic corridors shall be carefully managed because of their inherent traffic handling and topographic limitations and their environmental ambiance value.
8. Permit the orderly development of Jay Peak Resort without overburdening the physical, financial, or municipal resources of the Town of Jay.
9. Ensure that development in the Village Center District 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.
10. Protect all rare and irreplaceable natural areas, scenic resources, and cultural features by giving them priority status in any and all land use regulations.
11. Encourage agricultural development

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

1. Work closely with the State to protect the natural and scenic resources of Jay such as the scenic corridors identified in the Development and Land Use Regulations. Acquisition by The Jay Community Land Trust Committee of such by gift or purchase should be encouraged.

2. Ensure the preservation and protection of the natural fish and wildlife, the flora and fauna of the area and their respective habitats, through the Development and Land Use Regulations.
3. Encourage the continued availability of appropriate land for agriculture and forestry.
4. Investigate the availability of State funded programs to maintain open spaces, productive agriculture, and forestland.
5. Encourage proper forest management to maximize the value of the woodland and minimize their destruction.
6. Endeavor to leave the maximum amount possible in open space on lands that are designated of significant value for agriculture, passive recreation or undeveloped condition, except within the confines of the Village Center District.
7. Recommend to the State that specific areas be designated scenic areas.
8. Establish with the State, and maintain "pull-off" areas for scenic viewing.
9. Discourage any development, which would detract from designated scenic areas.
10. Ensure minimal removal of trees within fifty (50) feet of the road edge consistent with highway safety.
11. Ensure that housing be situated to preserve the natural aspects and protect the natural resources of the site to the extent practical. (This can be done through Planned Unit Developments in the Development and Land Use Regulations.)
12. Ensure that a buffer strip be designated and maintained between the development and the natural area, when development is proposed to occur near a natural resource area.
13. Retain the scenic value of the highlands of the area.
14. Ensure that development in the non-village balance of The Town of Jay occurs 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 forestland resources of the community.
15. Encourage recreational amenities in the two (growth) development centers of the Town 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 intends to provide for the Protection of the Environment and intends to:

1. Work to ensure through the planning process, that the design of any structure or any land use will not create soil erosion, pollution, excessive run-off or other disturbance.
2. Ensure that no structures are built in areas above 2,500 feet and slopes in excess of 15% which have severe environmental constraints and are considered fragile areas incapable of supporting structures or on-site sewage systems.
3. Ensure through the development review processes, that a buffer strip be designated and maintained between a proposed development and a natural or fragile area.
4. Ensure that interim erosion control measures be implemented whenever soil is disturbed for development.
5. Protect and monitor the quality of surface and ground waters within the town to assure potable water is in sufficient supply.
6. Ensure that new wells do not adversely affect or overburden any previously existing well or water system. State of VT regulates on-site potable water supplies. The State, Town or Local Water Board would regulate any municipal system.
7. Study measures and encourage the conservation of water.
8. 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.
9. Ban open dumping and littering in accordance with state and local regulations.
10. Control the use of pesticides and encourage their proper application and disposal.
11. Cooperate with private agencies, state and federal authorities to determine the occurrence of acid rain and participate in studies to help its control.
12. Protect the quality of Scenic resources and pastoral landscapes in all village and non-village development review decisions. Particular concern and attention should be given to visual buffers, open space preservation and view shed protection.

13. Ensure that development projects integrate natural features, forest environment, landscape character, and topography in their plans in order to retain the rural quality that is essence of Jay.
14. Utilize the Waste Water Treatment plant and sewer system for new development in growth areas along the 242 corridor whenever feasible.
15. Promote Recycling. Reduce, Reuse, Recycle.

VII. Policies and Implementation

The policies of this plan and the goals of all the regulatory actions that emerge from it are designed to preserve and protect the quality of air, water, wildlife, and land resources of the Town of Jay. Extractive industries will be required to provide plans for corrective and mitigative actions that will be conducted at the conclusion of their activities, in accordance with state laws or the Town of Jay Development and Land Use Regulation. In all cases, these industries will be required to return the environment to its original character and quality. In 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 before permits will be issued.

POLICY 1:

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 volunteer services of both the Town of Jay Volunteer Fire Department, and Missisquoi Ambulance squad
- Study the feasibility of establishing a supply of potable water to the town.

POLICY 2:

Encourages and supports quality education and education facilities for the town

IMPLEMENTATION

- Support the continuance of quality education in conjunction with the Town of Westfield to benefit the Jay/ Westfield school system for students in grades pre-school through sixth grade.

- Support the continuance of quality education for students attending North Country Union High School and North Country Union Junior High School for students in grades seven through twelve.

POLICY 3

Support the designation, acquisition, development, 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
- Encourage and support the efforts of the Jay Land Trust Committee in their efforts to develop the recreational areas on the Cross Road and Shallow Brook property
- Support the efforts of the Jay Land Trust in their efforts to obtain more land for recreational areas.

POLICY 4:

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
- Encourage a 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 5:

Support the development of a safe, convenient and attractive transportation system

IMPLEMENTATION

- Encourage the state of Vermont to maintain 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 do not negatively impact the safety of traffic conditions.
- Ensure off road parking facilities in all developments.
- Work with Jay Peak Resort to study the feasibility of an off-route parking facility with possible shuttle bus service to and from the Jay Peak recreation area.
- Encourage and support the continuing improvement of the Town's highways and maintain a well-networked system of local roads to accommodate increasing levels of auto, truck, and bus traffic associated with the potential increase of tourist and recreational business
- Ensure that any improvements to the town's roads, construction of new roads, and purchases of highway equipment should be carried out in strict conformance with the town road specifications and road commissioner's budget.
- Ensure that development and concomitant-increasing traffic does not place an undue financial burden of 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.
- Discourage projects, which interfere with roadway performance and public safety.
- Ensure that state highways passing through the town meet all state and town requirements.
- Encourage the town to revise and update road specifications periodically to reflect changes in traffic patterns.
- Request from NVDA an updated transportation map showing existing and proposed roads and rights of way.
- Explore the development of a local road ordinance to determine safe speeds and functional signage to safely regulate increasing traffic demands.
- Require that applicants for any planned unit development disclose their best estimates of the impact the development will have on traffic and roadways in the town.

- Encourage and support pedestrian walkways and bicycle paths where ever 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 should be allowed to occur within the rights-of-way of existing or proposed roads.

POLICY 6

Accommodate the changing needs of the town through a continuing planning process

- Ensure that the duties of the Planning Commission are continued on an on-going basis and that it meets on a regular basis to review and evaluate the implemented regulations.
- Ensure that the Land Use Regulations be reviewed as the needs of the town indicate.

POLICY 7

Allow for housing diversity and affordability

IMPLEMENTATION

- Research possible options to keep housing cost affordable.
- Encourage diversity of housing types through the proposed land use plan and land use regulations.
- Discourage housing in the village center district, other than for accessory and mixed use developments. The present residential development pattern in The Town of Jay, which concentrates development along the eastern portion of the community, will be continued. This pattern provides excellent access to Troy, Newport and necessary services.
- Allow for accessory dwelling unit construction on existing single family lots.

POLICY 8

Explore expanding the commercial and mixed use Village Center District and regulate the size, bulk, density setbacks, aesthetics, signs, access and uses of the commercial buildings in this district through permitted and 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 by 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 Center District Master Plan
- Investigate the expansion of the Village Center District area allowing for additional business development.

APPENDIX

ADDENDUM I SURVEY SUMMARY

In the fall of 2014 the Jay Planning Commission created a survey to be mailed to the home and property owners in the Town of Jay. The purpose of the survey was to help the commission get data and opinions to incorporate into the Jay Community Development Plan. A cash prize was offered for returning the survey to encourage participation. The overall tallies from the survey results were very helpful in guiding the commission in updating the Jay Community Development Plan. It was apparent from the survey results that the property owners in the town want Jay to be a rural recreational resort community. The way the town has developed has pleased most respondents. More growth is desired, but in a slow and rural way, such as small shops such as ice cream, coffee, bakeries, and small retail. The Planning Commission thanks those that took the time to complete the survey. Below Please find the survey results. Mention the promotion of new Agriculture in Jay

2014 Town of Jay Planning Commission Survey Summary

Total of Surveys Received: Residents Only: 34 Resident & Business Owner: 1

Resident & Land Owner: 12 Resident, Business & Land Owner: 2

2nd Home/Condo Owners: 84 Land Owner Only: 23 Renter/Business Owner: 1 Business Owner Only: 1 Unknown-no response to residence status: 4

1. What do you like most about the Town of Jay?

(Top 3 answers)

Rural/Scenic Atmosphere:	22%
Life Style:	13%
Friendliness	12%

2. Is there anything you do not like about the Town of Jay?

(Top 3 answers)

High Taxes:	58%
Poor Roads:	34%
Not enough Restaurants:	19%

3. In the next 5 years, would you like to see the Town's population?

Stay the same:	52%
Increases:	44%
Decrease:	4%

4. **What kind of Town would you like Jay to be in 5 years?
(Top 3 answers)**

Rural:	48%
Resort:	37%
Agriculture:	9%

5. **Do you have any positive or negative opinions and/or comments on the developmental impact of Jay Peak Resort on the Town of Jay?**

Yes:	74%
No:	26%

6. **Are you satisfied with the current emergency services (police, fire protection, ambulance) in Jay?**

Yes:	76%
No:	24%

7. **Are you satisfied with the quality of education in Jay?**

Yes:	92%
No:	8%

8. **Would you see any negative effects created by growth and/or development in the Town of Jay to the following areas?**
See Survey tabulation for details

9. **Are you familiar with the Jay Town Plan or Zoning Regulations?**

Yes:	43%
No:	57%

10. **If yes, are the Town Plan and Zoning Regulations clearly written and easy to understand?**

Yes:	73%
No:	27%

11. **Are you satisfied with the established zoning districts for use? (Village Center, Recreation, High Density, Rural District One, Rural District Two)**

Yes:	32%
No:	9%
Not sure:	59%

12. **Do you feel any of the established districts should be modified or changed?**

Yes:	9%
No:	20%
Not sure:	71%

13. **What type of business would you like to see Select Board attract
(Top 3 answers)**
Restaurants
Shops
Grocery store

14. **Should the Town encourage where new growth occurs?**

Yes:	69%
No:	13%
Not sure:	18%

15. **What do you feel are the most important issues for the Planning Commission to address in the future?
(Top 3 answers)**

Attract new business
Diversify Town Center
Environmental concerns

16. What type of new business would you like to see in Town?

(Top 3 answers)

Bakery
Restaurant
Small Retail Shops

17. How important is improving the Town's... (See Survey Tabulation for details)

18. Does Town need a Village Green?

Yes:	38%
No:	33%
Not sure:	29%

19. Should the Town install sidewalks?

Yes:	20%
No:	60%
Not sure:	20%

20. Should Town install street lights?

Yes:	28%
No:	51%
Not sure:	29%

21. Would lights in Village District be added Public Safety factor?

Yes:	42%
No:	35%
Maybe:	23%

22. How important is expanding sewer to other areas of Town?

Very Important:	22%
Somewhat Important:	48%
Not important:	30%

23. How important is open recreation in Town?

Very Important:	47%
Somewhat Important:	38%
Not important:	15%

24. Most important issues facing the Town in the next five years?

(See Survey tabulation for details)

25. Property Uses:

(See Survey tabulation for details)

26. Facilities and Services adequacy ranking:

(See Survey tabulation for details)

27. Concerns about Services not provided?

Yes:	12%
No:	71%
Uncertain:	17%

28. Should additional facilities/services be planned for in next 10 yrs?

Yes: 28%
 No: 38%
 Uncertain: 34%

29. **Town attributes rankings:**
 (See Survey tabulation for details)

30. **Survey respondent types:**
 (See Survey tabulation for details)

31. **Are you retired or intend to retire in Town?**
 Yes: 34%
 No: 34%
 Uncertain: 32%

32. **Do you currently serve on a Town Board or Volunteer?**
 Yes: 11%
 No: 83%
 No comment: 6%
 (See Survey tabulation for additional details)

33. **What is best way to communicate with you?**
 Email: 56%
 Phone: 16%
 Mail: 28%

END//

ADDENDUM II HOUSING DIVERSITY AND AFFORDABILITY

HOUSING DEMAND & STOCK -- DECENNIAL CENSUS

Housing Demand						
	Jay		Orleans County		Vermont	
	2000 Census	2010 Census	2000 Census	2010 Census	2000 Census	2010 Census
Total population, 2010	426	521	26,277	27,231	608,827	625,741
Population estimate, 2014		552		27,082		626,562
in occupied housing units	426	521	25,570	26,413	588,067	600,412
in owner-occupied units	346	405	19,583	20,458	438,627	444,608
in renter-occupied unit	80	116	5,987	5,955	149,440	155,804
Group quarters population	-	-	707	818	20,760	25,329
Number of households	158	223	10,446	11,320	240,634	256,442
in owner occupied	123	168	7,738	8,553	169,784	181,407

in renter-occupied	35	55	2,708	2,767	70,850	75,035
Number of families	115	142	7,153	7,298	157,763	160,360
in owner occupied	100	118	5,783	5,984	126,943	129,913
in renter-occupied	15	24	1,370	1,314	30,820	30,447
Average household size	2.70	2.34	2.45	2.33	2.44	2.34
in owner occupied	2.81	2.41	2.53	2.39	2.58	2.45
in renter-occupied	2.29	2.11	2.21	2.15	2.11	2.08
Average family size	3.05	2.80	2.91	2.81	2.96	2.85
Housing Stock						
	Jay		Orleans County		Vermont	
	2000 Census	2010 Census	2000 Census	2010 Census	2000 Census	2010 Census
Total housing units	417	685	14,673	16,162	294,382	322,539
owner-occupied*	123	168	7,738	8,553	167,784	181,407
renter-occupied*	35	55	2,708	2,767	70,850	75,035
vacant housing units	259	462	4,227	4,842	53,748	66,097
for seasonal, recreational occasional use	234	434	3,397	3,951	43,060	50,198
for rent	9	16	280	272	3,084	5,635
for sale only	7	3	190	184	2,393	3,598

HOUSING TENURE BY TYPE -- AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES 2009-2013

	Jay	Orleans	Vermont
Owner-occupied units	216	8,546	182,537
with 1.0 or less people per room (%)	100%	99.2%	99.1%
with 1.01 or more people per room (%)	0%	0.8%	0.9%
Renter-occupied units	88	2,497	74,467
with 1.0 or less people per room	100%	96.6%	97.2%
with 1.01 or more people per room	0%	2.4%	2.8%
Year Householder Moved into Unit			
for owner-occupied units...	216	8,546	182,537

2010 or later	8	460	10,039
2000 to 2009	137	3,316	71,665
1990 to 1999	32	1,968	43,673
1980 to 1989	20	1,325	28,389
1970 to 1979	16	870	16,525
1969 or earlier	3	607	12,246
for renter-occupied units...	88	2,497	74,467
2010 or later	39	901	25,602
2000 to 2009	33	1,243	39,658
1990 to 1999	16	248	6,095
1980 to 1989	-	77	1,929
1970 to 1979	-	10	521
1969 or earlier	-	18	662
Median Year Householder Moved Into Unit			
for all units	2004	2001	2002
for owner-occupied	2003	1997	1998
for renter-occupied	2008	2007	2007

HOUSING BY UNITS IN STRUCTURE-- ACS 5-YEAR ESTIMATES

	Jay	Orleans	Vermont
Owner-occupied housing units			
in buildings w/ 1 unit	198	7,492	158,503
in buildings w/2 units	-	62	4,659
in buildings w/3 or more units	7	59	4,858
that are mobile homes	11	865	14,444
that are boats, RV, vans, or other	-	3	73
Renter-occupied housing units			
in buildings w/ 1 unit	57	783	20,133
in buildings w/2 units	22	489	11,938
in buildings w/3 or more units	-	943	38,271

that are mobile homes	9	282	4,118
that are boats, RV, vans, or other	-	-	7
Vacant housing units*			
in buildings w/ 1 unit			
in buildings w/2 units			
in buildings w/3 or more units			

*Not available in ACS 5-Year estimate

Rental Housing Costs

	Jay	Orleans	Vermont
Specified housing units with gross rent (American Community Survey 5-Yr Averages, 2009-2013)	88	2,229	69,581
at or above 30% of household income	48.9%	54.9%	52.5%
at or above 50% of household income	14.8%	27.0%	26.4%
Median gross rent, all units	\$ 891	\$ 692	\$ 875
as a percentage of household income	29.7%	32.7%	31.1%
Fair market rent (HUD), 2016*			
0 bedroom unit (40%)	\$ 585	\$ 585	-
1 bedroom unit (40%)	\$ 616	\$ 616	-
2 bedroom unit (40%)	\$ 758	\$ 758	-
3 bedroom unit (40%)	\$ 941	\$ 941	-
4 bedroom unit (40%)	\$ 1,039	\$ 1,039	-
Median rents (HUD), 2016*			
0 bedroom unit (50%)	\$ 625	\$ 625	-
1 bedroom unit (50%)	\$ 657	\$ 657	-
2 bedroom unit (50%)	\$ 809	\$ 809	-
3 bedroom unit (50%)	\$ 1,009	\$ 1,009	-
4 bedroom unit (50%)	\$ 1,109	\$ 1,109	-
* County and town figures are identical because HUD calculates county values only.			

ADDENDUM III LOCAL ECONOMY

Economic Data

	Jay	Orleans County	Vermont
Median Household Income (American Community Survey 5-Year Estimates 2009-2013)	\$ 41,378	\$ 41,953	\$ 54,267

Mean Household Income	\$ 49,328	\$ 52,730	\$ 69,716
Median Family Income	\$ 42,105	\$ 52,235	\$ 68,111
Mean Family Income	\$ 54,135	\$ 63,174	\$ 83,752
Per capita Income	\$ 18,124	\$ 22,303	\$ 29,167
Median Earnings	\$ 23,958	\$ 24,976	\$ 29,428
...Male	\$ 30,547	\$ 38,398	\$ 46,594
...Female	\$ 32,031	\$ 30,955	\$ 38,688
Civilian Labor Force, 2008	453	13,361	347,896
...Employed	428	12,404	324,350
...Unemployed	25	957	23,546
...Unemployment Rate (2014 VT Dept. of Labor)	5.9%	6.4%	4.1%
Annual Average Wage (2014)	n/a	\$ 34,450	\$ 43,017
Total Taxable Retail Receipts (2014 VT Tax Dept.)	\$ 11,216,823	\$ 148,809,315	\$ 5,568,029,537
Persons for Whom Poverty Status was Considered, (American Community Survey 5-Yr Estimates 2009-2013)			
... All families	7.4%	9.8%	7.6%
with related children under 18 years	11.9%	15.7%	13.4%
with related children under 5 years	31.8%	26.4%	17.8%
All people	13.4%	15.4%	11.8%
Under 18 years	15.0%	19.9%	14.8%
Related children under 18 years	15.0%	19.3%	14.2%
Related children under 5 years	37.1%	24.7%	19.6%
Related children 5 to 17 years	5.9%	17.4%	12.4%
18 years and over	12.7%	14.2%	11.0%
18 to 64 years	13.1%	15.0%	11.8%
65 years and over	10.3%	11.5%	7.5%
People in families	8.9%	11.3%	7.9%
Unrelated individuals 15 years and over	32.1%	29.4%	24.5%

ADDENDUM IV POPULATION FIGURES

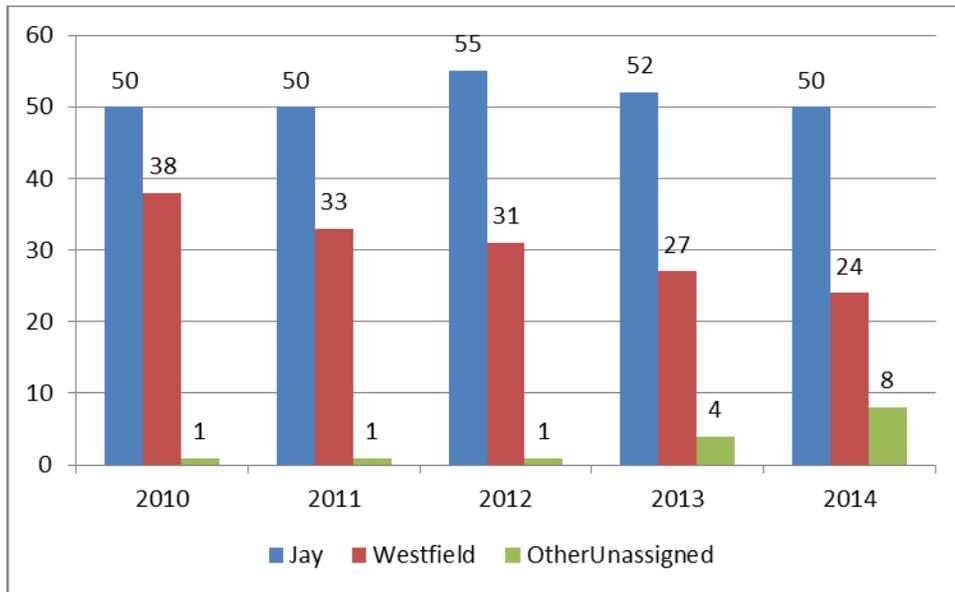
	Jay		Orleans County		Vermont	
	2000 Census	2010 Census	2000 Census	2010 Census	2000 Census	2010 Census
Estimated population, 2014		552		27,082		625,741
Total population	426	521	26,277	27,231	608,827	625,741
5 years and older	411		24,813		574,842	

Under 18 years of age	115		6,608		147,523	
65 years and over	40		3,952		77,510	
Female	208		13,234		310,490	
Male	218		13,043		298,337	
Median age	38.8		39.3		37.7	
Population Density (per sq. mile)	123	168	7,738	8,553	169,784	181,407
Total Population in Urban Areas	35	55	2,708	2,767	70,850	75,035
Population in Group Quarters	115	142	7,153	7,298	157,763	160,360
Absolute Population Change, 2000-2010		95		954		16,914
Percent Population Change, 2000-2010		22.3%		3.6%		2.8%
Annual Births, 2011 (Vt Dept. of Health)		4		294		6,079
Annual Deaths, 2011		55		304		5,435

ADDENDUM V SCHOOL ENROLLMENT

Jay/Westfield Elementary School

Year	Jay	Westfield	Other/Unassigned	Total
2010	50	38	1	89
2011	50	33	1	84
2012	55	31	1	87
2013	52	27	4	83
2014	50	24	8	82

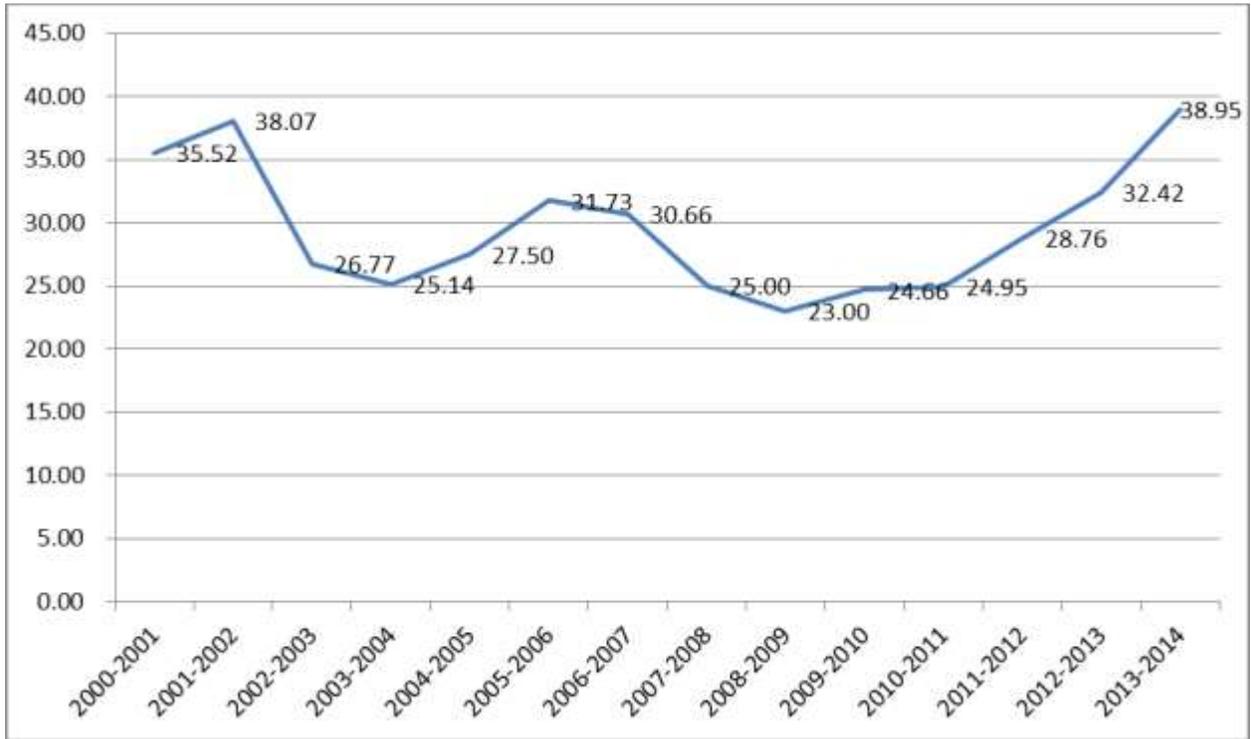


Average Daily Membership (ADM) is a count of resident and state-placed students who receive an elementary or secondary education at public expense; data are listed by town according to a student's residence. Resident students are counted during the period from the 11th to the 30th day of the current school year, while state-placed students are counted for the school year prior to the current census period. Data are used in calculating equalized pupils which are used to determine the homestead tax rates.

Average Daily Membership, Secondary School (Jr. High and Senior High)

	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007
Total	35.52	38.07	26.77	25.14	27.50	31.73	30.66

2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014
25.00	23.00	24.66	24.95	28.76	32.42	38.95



ADDENDUM VI

Road Description:	Mileage
State Highway (Routes 242 & 105)	13.468
Class Two Town Road (Cross Road & Jay Peak)	4.680
Class Three Town Road	19.89
Class Four Town Road	8.00
Total: 46.038 Miles	
(Data provided by the Town Highway Statistics)	

ADDENDUM VII TOWN OF 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	.06	4
18.	Untravelled - off Belle Vista	.37	4
19.	Gendron Road / Westover Road	1.80	3
20.	Beadle Hill Road	.70	3
21.	Leavitt Circle - off 105	.23	3
22.	Untravelled- off Lucier Road	.03	4
23.	Lucier Road off 242	.45	3
24.	N. Hillside Road-West Jay	.25	4
25.	Bacon Road	.10	3
26.	Old Jay - Montgomery Road	.05	3
266.	Untravelled - Jay - Montgomery Road	1.15	4
27.	Woodshed Road off 242	.09	3
28.	Camp Road off 105	.12	3
29.	Cemetery Road	.59	3
30.	Loop Road	.38	3
31.	West Jay Road	1.65	3
32.	Graham Hill Road	.23	3
33.	Belle Vista Road	.71	3
34.	Sargents Way	.65	3
35.	Wilderness Road	.43	3
36.	Deer Path	.20	3
37.	Bear Crossing	.07	3
38.	Aikins Drive	.10	3
39.	Rabbit Run	.08	3
40.	Shallowbrook Road	.58	3
41.	Russell Hill Road	.08	3
42.	Poplar Drive	.08	3
43.	Tranquility Lane off 105	.50	3
44.	Marriner Drive	.31	3
45.	Morin Drive	.14	3
46.	Elm Drive	.10	3
47.	Sargents Loop Road	.44	3
48.	Green Mountain Drive	.30	3
49.	Cote Cove	.20	3
50.	Foothills Drive	.10	3
51.	Tuckaway West	.10	3
TH-2	Jay Peak Road	.79	2
TH-3	Stoney Path Road	.56	2
TH-4	Stateside Road	.02	2

PRIVATE ROADS

- A. High Pines Drive off Gendron Road
- B. Pine Grove Road off Gendron Road
- C. Chemin Panoramique off Loop Road
- D. Jay Peak Village Road
- E. Slope side Road - Jay Peak
- F. Reservoir Road - Shallow brook Development
- G. Woodland Road off Rte 242
- H. Tamarack Road off Belle Vista

STATE HIGHWAYS

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

ADDENDUM VIII

CLASS IV TOWN ROAD POLICY

(See Road Policy Document)

ADDENDUM IX

TOWN OF JAY HIGHWAY MAP

(See Town of Jay Highway Map)

ADDENDUM X

EFFICIENCY VERMONT

Energy efficiency. “It saves you money and protects our environment”

Reducing the amount of energy you use can help you reduce your impact on the environment and save money on your energy bills. This section is your resource for information to help you reduce your energy consumption and save money through energy efficiency. There's a lot you can do. Some actions are big and some are small. Choose the steps that are right for you. Just remember: the more you do, the more you'll save. To learn more about energy efficiency visit the Efficiency Vermont website @ www.encyvermont.com

CFLs - Compact Fluorescent Light Bulbs

Many people recognize energy-efficient compact fluorescent light bulbs by their signature twisty shape. But CFLs are now available in many different shapes and styles for every socket, indoors and outdoors. CFLs use up to 75% less energy than incandescent bulbs and can last 6 to 10 times longer. It may even cost you more to wait for your old incandescents to burn out, than to switch to CFLs right now.

Appliances

ENERGY STAR appliances use 10% to 50% less energy and water than standard models. Older appliances can consume so much energy that it makes sense to retire them early, even if they still work. If you can retire a backup refrigerator or freezer, you may save up to \$150 a year on energy bills. The money you save on energy can more than make up for the cost of buying a new ENERGY STAR model. Efficiency Vermont offers rebates on select ENERGY STAR appliances, and seasonal rebates on room A/Cs and dehumidifiers. Efficiency Vermont also offers incentives for early retirement of older refrigerators.

Home Electronics

Home electronics, like TVs, DVD players, computer monitors, and laptops, can account for more than 15% of your household electricity use. Some electronics use energy even when they're turned off, to power features like clock displays and remote controls.

When buying home electronics, look for ENERGY STAR® products, which use much less energy than standard electronics. Also, remember to comparison shop. For example, plasma TVs use significantly more energy than standards sets, but some plasma TVs are ENERGY STAR-rated and use less energy than other plasma TVs. Finally, use an Advanced Power Strip to save even more energy and money.

Advanced Power Strips

Even when they're off, home electronics - including TVs, DVD players, computer monitors, and laptops - may still draw power from the wall outlet. And you pay for it. In fact, the average U.S. household spends \$100 per year to power devices while they are turned off. An Advanced Power Strip uses smart technology to cut the power to certain electronics when they're not in use, saving you energy and money automatically. Visit: www.encyvermont.com to learn more.

DIY - Do It Yourself

If you wish to make some improvements on your own, see Efficiency Vermont's [Home Heating Help](#) section of the Efficiency Vermont website. This resource provides information on home energy topics including; sealing air leaks, attic insulation, heating equipment and energy-efficient appliances.

Meter Loan Program

The best way to understand the connection between your home's energy use and your energy costs is to know how much electricity your home electronics and appliances are using. You can measure your electricity usage with a Watts Up Electric Meter. Efficiency Vermont offers this meter to electric customers in Vermont free of charge for a period of three weeks. Once you identify where you use the most electricity, you can make changes to your energy usage that will have the greatest impact on your bills. To find out more about the Meter Loan Program and to download a request form visit www.encyvermont.com

Rebates and Incentives

Efficiency Vermont offers many rebates and incentives to help Vermonters make energy efficiency improvements to their homes. For example, rebates are available on select ENERGY STAR® clothes washers and refrigerators/freezers, and incentives are available to help Vermonters complete energy efficiency home improvements through a certified Home Performance with ENERGY STAR contractor.

Energy Audits and Home Improvements

Efficiency Vermont supports a network of Home Performance with ENERGY STAR® contractors certified to perform energy audits; diagnose building problems such as moisture, mold, and ice dams; and install recommended energy efficiency improvements that can reduce your energy consumption by up to 30%. Using a certified contractor provides assurance that the project will lead to real energy savings and be done safely.

ENERGY STAR®

ENERGY STAR is a national program that helps us save money and protect the environment through energy efficient products and practices. There are ENERGY STAR programs for residential construction on new and existing homes. And the ENERGY STAR label can be found on more than 60 types of products including lighting, appliances, home electronics and heating and cooling equipment. You will also see a yellow Energy Guide label on most new appliances. This label estimates how much energy the appliance uses compared to similar products, and shows you approximately how much it will cost to use each year to help you compare different models when shopping for a new appliance.

To learn more about any of the above mentioned - visit the Efficiency Vermont website @ www.encyvermont.com

¹ Floodplain Management Requirements A Study Guide and Desk Reference for Local Officials, FEMA 2005

² www.floodready.Vermont.gov